

The Yachtsmen's Magazine

December 1929

MOTOR BOATING

35 Cents



Here is the 20th Century practice in castings. Lighter—stronger—more powerful.
 Why continue the old style heavy metal castings which are often a drawback in production—shipping—in selling?
 Bohnalite is the new light alloy which is replacing iron in so many industries.
 In transportation units it cuts dead loads and increases payload.

Bohnalite has the advantages of iron with none of its disadvantages. It has a high uniform hardness—great density—fine grained structure—excellent bearing qualities—exceptional strength and ductility.
 Send your samples and blue prints today for quotations.
 Write for interesting booklet showing the wide use of Bohnalite in a great variety of industries.

BOHN ALUMINUM & BRASS CORP., DETROIT, MICHIGAN
 New York Chicago Philadelphia Cleveland Pittsburgh



CHAS. B. BOHN
 The authority who developed Bohnalite

BOHNALITE

62% lighter than iron

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ANNOUNCING FOR 1930 JOHNSON BOATS

R E A D Y FOR 1930 JOHNSON SEA-HORSES

New-day Sealite Construction Designed Precisely for Outboard Power, Speed and Performance

January 15th, 1930, Johnson boats will present to the world a dozen major improvements—outboard motoring will reach new heights.

New-day Sealite construction, seamless and waterproof, is guaranteed to outlast any comparable boat of ordinary construction.

Johnson boats are only half the weight of comparable wooden boats after water service, and therefore much faster with the same power plant.

They defy both seepage and absorption, never need bailing, never grow waterlogged and sluggish. Unaffected by water or weather, they require no calking, no attention or repairs, and are as seaworthy after storage as in use. By far the least expensive boats to purchase and maintain. Matched with Johnson Sea-Horses they provide the ultimate in outboard motoring.

Now, Smooth Alternate Firing in Twin-cylinder Motors

Two alternate firing, full pivot steering twin-cylinder motors—Sea-Horses "4" and "12"—are added to the Sea-Horse line.

Twice as many sparks as customary to one pull of the starting rope bring ease and certainty of motor car starting rivaled only by the famous Release Charger of Johnson Sea-Horses "3," "10," "16" and "32."

Alternate firing also produces a smoothness 100% greater than hitherto known in twin-cylinder motors. For here are two impulses per revolution instead of one, as heretofore. Vibration is reduced to almost nothing.

1930 Catalog Ready—Write!

Look to Johnson for the latest and greatest improvements in outboard motoring. Write for color-illustrated motor catalog.

JOHNSON MOTOR COMPANY, 3097 Pershing Rd., Waukegan, Ill.
In Canada: Canadian Johnson Motor Company, Ltd., Peterboro, Ontario.
Distributors for British Columbia: Hoffer's Ltd., Vancouver, British Columbia.

World's Only Manufacturer of Outboard Matched Units
and Largest Maker of Outboard Motors. Originator of
Water-Cooled Underwater Exhaust and Release Charger.

BOAT FEATURES

Built of new-day Sealite waterproof construction, guaranteed to outlast any comparable boat of ordinary construction.

Weigh only half as much as comparable wooden boats, after being in water service.

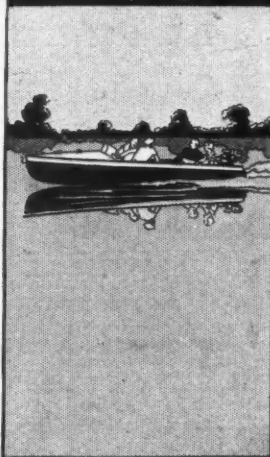
Faster, size for size, due to lighter weight; lose none of their speed while ordinary wooden boats lose 20% due to the weight of water absorption.

Waterproof—always dry and comfortable—will not absorb water and are non-warping. No seams, no calking. Portable—easily beached.

Longer life—unaffected by weather or water—as seaworthy in storage as in use.

No care—can be stored indefinitely with no depreciation. No upkeep—least expensive to buy and maintain.

Designed precisely for Johnson Sea-Horses—hence give the ultimate in outboard motoring performance.



SEA-HORSE FEATURES

Automobile Starting Ease and Certainty by new Alternate Firing in Sea-Horses "4" and "12," and famous Release Charger in Sea-Horses "3," "10," "16" and "32."

World's Lightest Motor—Sea-Horse "Single," 27 lbs.

World's Fastest Motor—Sea-Horse "32," 48.4 M.P.H.

Alternate Firing of "4" and "12" introduces 2 impulses per revolution in a twin-cylinder outboard with smoothness hitherto unknown.

Rotary Valve achieves delivery of full, even gas charge to each cylinder.

Water-cooled Underwater Exhaust frees passengers of noise and fumes.

Automatic Back-pressure Relief.

Full Pivot Steering.

Pressure-vacuum Cooling System.





The 38 foot Chris-Craft Commuting Cruiser at 30 miles an hour.

CHRIS SMITH *and* EDWARD SMITH

*... two great names that stand
for the same standards!*



*"I'm too old to
use anything
but the best."*

TWO GREAT NAMES—one of the greatest families of smart runabouts and cruisers in the world—one of the greatest families of marine paints and varnishes in the world—both made to the finest standards known.

No wonder the two SMITHS are natural allies—Edward Smith Marine Specialties serving and amplifying the beauty of Chris Smith marine creations. Just another proof of the high regard which four generations of boat builders and owners have had for this superlative

line of marine paints and varnishes—another proof of their unparalleled value and ultimate economy.

If you have not been using Edward Smith Paints and Varnishes on your boat, start using these famous products next season. Like four generations of other users, once you use Edward Smith Marine Specialties you will never change.

There is a Smith Paint and Varnish for every marine use. Descriptive literature and color cards gladly sent upon request.



Recognized by Chris Smith and other important builders as the finest bottom finish for all types of speed boats.

EDWARD SMITH & COMPANY

LONG ISLAND CITY, N. Y.

Makers of Marine Paints and Varnishes since 1827



Chris-Craft

SPECIFY THE USE OF

Duplex

Marine Engine Oil

The Chris Smith & Sons Boat Company, builders of Chris-Craft, are the largest producers of fine standardized boats in the world . . . They are also designers and manufacturers of marine engines. They know marine service better, in all probability, than any other organization in the world.

Chris-Craft specify the use of Duplex Marine Engine Oil. Their engines are tested with it, their boats are shipped with it . . . It has been so for three years. Chris-Craft owners have no lubrication problems.

All this has not come about by chance. Jay W. Smith, President of Chris-Craft, and his designers and engineers, *know* that Duplex Marine Engine Oil gives engine protection, long life, maximum power, freedom from valve grinding and carbon trouble . . . These are proven facts.

And these facts are known to all yachtsmen. They are the reasons why Duplex Marine Engine Oil is also specified by these marine engine manufacturers: Caille, Gar-Wood, Hartford, Kermath, Scripps, Sea-Lyon and Universal, in addition to the builders of 85% of America's standard runabouts, cruisers and yachts.

Duplex Marine Engine Oil does things for marine engines—inboard and outboard—that other oils cannot do. That is why it is *easily* the fastest selling marine engine oil in the world. It is *not* automobile oil, but instead is designed and manufactured expressly for marine service.

ENTERPRISE OIL COMPANY, INC.
Established 1884 **Buffalo, New York**



WHOLESALE DISTRICT DISTRIBUTORS IN
Boston Chicago Cleveland Detroit Houston Miami New Orleans New York Palm Beach
Philadelphia Portland (Ore.) San Francisco Seattle St. Louis Vancouver Wilmington (Calif.)
DEALERS WHEREVER BOATS FLOAT



Relaxation Means a New Perspective The Luders 72 Means Both!

There's a new thrill in the majesty of the city's skyline as you approach in your Luders 72...There's a new outlook on life as you begin the day unfettered by ordinary means of travel...There's a new ability to cope with the day's problems after a restful cruise into town...breakfast aboard...leisure to read your morning paper...a new angle that promises a day of big achievement.

And the Luders 72 is so completely equipped...so luxurious in appointment...that she is as ideal for cruising as commuting. She sleeps six, has running hot and cold water, shower, galley, roomy crew's quarters, ample after-deck, electric windlass, generator, and Frigidaire.

Let us show you plans and specifications now for next season. Write or phone for appointment at your convenience.

LUDERS MARINE CONSTRUCTION CO. STAMFORD, CONN.



"Sign on" ALFITE for safety from Fire!

You'll probably never notice the ALFITE System after you take it aboard. It takes up very little room.

But when fire breaks out—there's nothing as important on your boat as ALFITE! One pull on a release lever operates the system. Then, it's only a matter of seconds before the fire is out.

The ALFITE System stores ALFITE Gas—sure death to fire—

in small steel cylinders. When fire occurs, the release mechanism discharges this gas through fixed pipes to the fire zone, killing the fire!

Simple! Bottled magic that brings you safety from fire! Does its job and disappears! Injures nothing but fire!

The control lever is located outside the fire zone, where you can reach it at any time. A single valve

seals against leakage from the cylinder, yet assures complete discharge. "One Fire is too Many" is a booklet describing the ALFITE System. A copy will be sent on request. American-La France and Foamite Corporation, Engineers and Manufacturers, Dept. S13 Elmira, N. Y.



AMERICAN-LA FRANCE AND FOAMITE PROTECTION

A Complete Engineering Service
For Extinguishing Fires

Mention MoToR Boating, 57th St. at Eighth Ave., New York

CHRIS-CRAFT

offers for
1930

The Greatest Fleet in Boating History

NEW LINES

NEW VALUES

NEW MODELS

NEW SMARTNESS

NEW REFINEMENTS

NEW SMOOTHNESS

Chris-Craft Cruisers will be displayed at the New York Boat Show on the main floor, Grand Central Palace—a complete line of Runabouts and Sedans will be shown on the second floor.

Chris-Craft
World's Largest Builder of All-Season Boats

DECEMBER, 1929

REVIEW THE FLEET

Step into a world of new delight. Board the new 48-foot Chris-Craft cruiser, flagship of the greatest fleet in the history of personal water transportation. Inspect also the 38-foot Chris-Craft cruiser, compact luxury every foot.

Here at last is the comfort of your own fireside transferred to the water. Here is smartness and distinction. Here is what you always hoped would sometime carry you wherever water highways go.

Chris-Craft again sets new standards for the whole boating world. Chris-Craft offers in 1930 a fleet so extensive as to cover every personal boating need, including cruisers, fast commuters, luxurious sedans and racy runabouts. The 1930 fleet marks the addition of a 20-foot runabout, Chris-Craft through and through, full of action that brings the joy of living to the most sedate individual.

Inspect 1930 Chris-Craft at your Chris-Craft merchant's showroom or visit the Boat Show, January 17th to 25th, at Grand Central Palace, New York, where 14 models of the 1930 fleet will be shown. Full description of the 1930 fleet will be mailed on written request.

CHRIS SMITH & SONS BOAT CO.
331 Detroit Road - - Algonac, Michigan
N.Y. Showrooms: 1 West 52nd St. at 5th Ave.

[Illustration at the right
shows the bridge deck of the
38-foot Chris-Craft Cruiser]



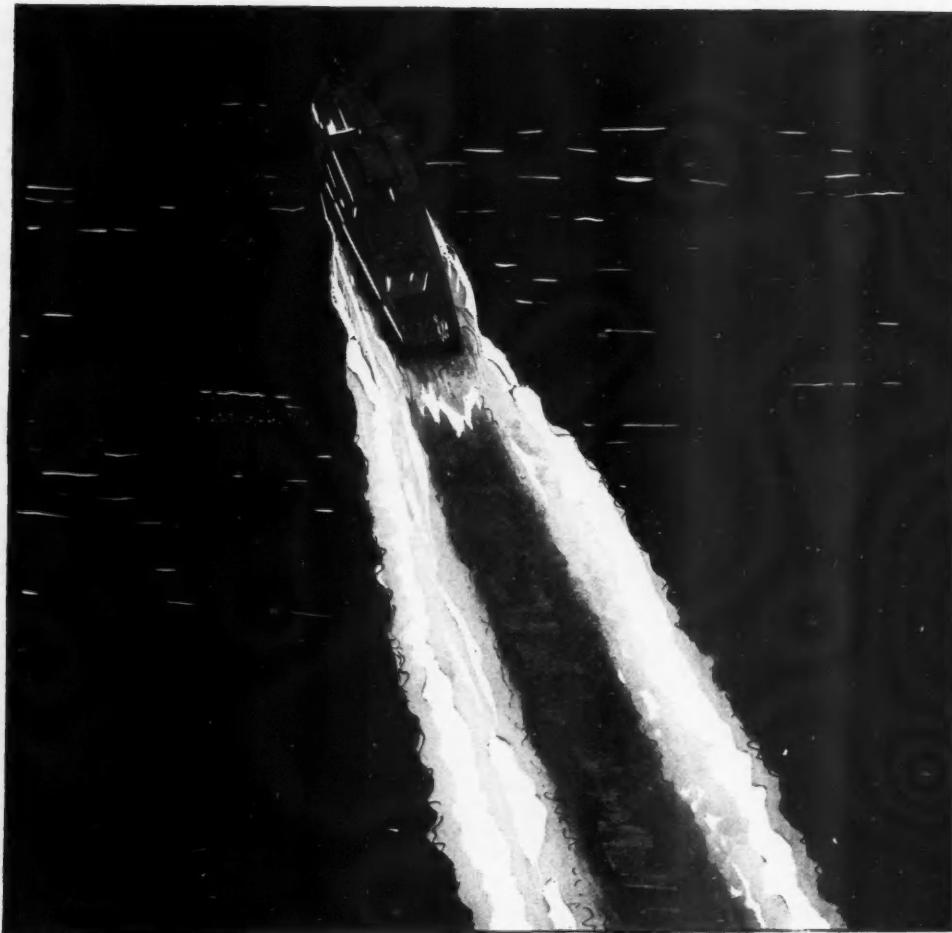
Chris-Craft

of All-Mahogany Motor Boats

A Chris-Craft for Christmas will be a gift of endless joy for the entire family. Ask the Chris-Craft merchant about it today. He will give you full information about the various models.

Mention MoToR Boating, 57th St. at Eighth Ave., New York

ACROSS THE SOUND FOR A DINNER GUEST



IN GREENWICH a phone rang at 6:20. Oyster Bay gave a sudden invitation—which was accepted out of hand!

Sixty miles separate the two towns on the crowded motor highway. Ten miles part them on the salt Sound water. Yet the guests from Greenwich arrived for dinner at Oyster Bay before seven o'clock!

For a sleek commuting cruiser had sped across the Sound, touched at Greenwich, and was back in Oyster Bay after less than 35 minutes of smooth and speedy travel!

Few men can own such a servant as the boat we speak of—and parenthetically, few men would want to. But the man who owns this commuter comes to his office in peace and tranquillity—he enjoys the beauty of the

country and the bustle of town without wear and tear upon his time and physique. He can call upon it for a sudden trip across the Sound for dinner guests. He can use it in his moments of leisure. But most of all, it is the conjunction that permits him to live the double life of a man of affairs in the city and a man of peace in the country.

And he does this quickly, quietly and certainly—for his commuter is powered with a Wright Typhoon.

WRIGHT TYPHOON

Address inquiries to Marine Engine Division

WRIGHT AERONAUTICAL CORPORATION
Paterson, New Jersey



These
NEW

HACKERCRAFT MODELS

RARE distinction has deftly touched the handsome series of Hackercraft for 1930. No other boats built combine such perfect beauty and grace with such flashing get-away—provide such tangible evidence of riding security—so much real speed and performance. John L. Hacker, N. A., is still the world's outstanding designer and builder of fine runabouts. His, the basic knowledge of naval architecture . . . His, the honor of conceiving the V-bottom design and perfecting it . . . His, the advantage of 36 years spent designing and building speed boats, racing hulls and cruisers. On this premise of fitness is moulded the character and tradition of Hackercraft leadership. Qualities that have won for Hackercraft Europe's runabout championship—an illustrious list of American victories where owners themselves drove their boats without factory aid, or factory interference to a series of undisputed "firsts". Write for the catalog—"Hackercraft for 1930". It tells the complete story of these beautifully built boats.

Regional Distributors:

NEW YORK: 5th Avenue at 15th Street

BOSTON: 1043 Commonwealth Avenue

PHILADELPHIA: 102 South 4th Street

CHICAGO: Motor Boat Mart, Navy Pier

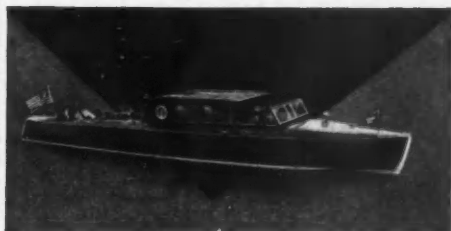
*Attractive dealer arrangements available
for unrepresented territory*

HACKER BOAT COMPANY

530 River Drive -+ Mount Clemens, Michigan



The 35 mile 24 footer is a smart 9 passenger genuine Honduras mahogany runabout of exceptional sturdiness, identical in beauty to the larger models.
Price \$3150.



The new 38 foot 42 mile an hour cruiser-commuter is twin screw 200 powered, sleeping four with room for 20 day passengers. \$17,000.



The 26 and 30 foot Hackercraft are conceded America's finest runabouts. Speeds from 40 to 44 miles per hour. Priced at \$4475 and \$5500.
(Sedan and collapsible tops for these models at extra cost).

H A C K E R C R A F T

Presenting 3 NEW SPEED CRUISER AND COMMUTER MODELS FOR 1930

The 39ft ROBINSON SEAGULL

Like its predecessors the new 39 foot Seagull model is built throughout of natural finished African mahogany—offers the advantages of cruiser comforts combined with commuting speeds. A higher freeboard and slightly broader beam together with a newly designed underbottom now affords the owner a roomier boat and a smoother riding hull at no sacrifice of speed. The interior arrangement is essentially the same. The cabin is more spacious. Four deep cushioned pullman berths, two large forward driving seats, a smartly fitted galley, together with ample locker space and a toilet complete the ensemble. Hall-Scott, Kermath or Sterling 200 H. P. engines give a driving speed of 30 m. p. h. A large after cockpit accommodates five or six passengers in the utmost comfort.

The 40ft SPEED CRUISER

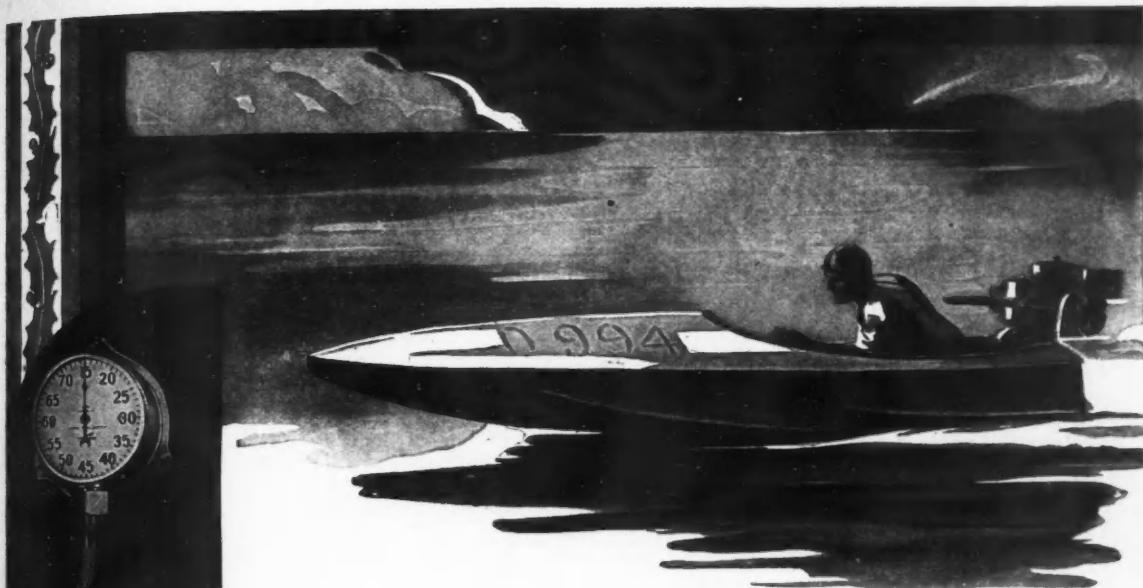
When you see this new model by Robinson you will agree that a real reason existed for adding this attractive design to the Seagull line. A large commodious open cockpit forward is protected by a rakish windshield. Entrance is gained to the cabin interior by a companionway. This cabin is a paragon of roominess and unrivaled luxury. Four berths, extra large lockers (and how handy they are on a cruise), an enclosed galley of excellent proportions with a completely fitted toilet are incorporated in the design. Aft of the cabin is the bridge deck, offering weather protection and extreme visibility to the helmsman. Driving controls are in easy reach and easily operated. Hall-Scott, Kermath and Sterling engines provide speeds up to 34 miles per hour—optional twin screw power affords a new degree of staunch dependability.

The 45ft CUSTOM COMMUTER

This design embodies an entirely new conception of custom completeness aboardship—offers the ultimate in refined elegance and cruising comfort. Every detail, every luxury to gratify your fondest dreams of beauty is unstintingly provided. Here you will find value asserting itself in the meticulous handwork lavished on hull and cabin. You will discover this craftsmanship translated into a riding grace and buoyancy that leaves you with that sea-free feeling of boundless confidence and enthusiasm for something alive and perfect under foot. We urge you to write for the particulars on this boat—on all Seagull models for that matter. Candidly, this 45 foot twin 240 Hall-Scott powered custom commuter, available in single or double cabin design, is one of the most commanding boats afloat. Orders must be placed in advance to insure against the disappointment of delay.

ROBINSON MARINE CONSTRUCTION COMPANY
Benton Harbor + Michigan

ROBINSON  CRUISERS



A Lasting Christmas Gift For Your Boy

There is no greater expression of Christmas gratitude than the words "Gee, Dad, that's a beaut!"

Give your boy this specially designed Consolidated outboard tachometer, and you too will enjoy these priceless words of appreciation next Christmas Day. For this most appropriate of gifts will bring him greater boating joy for many seasons to come.

The Consolidated holly-decorated certificate adds just the right Yule-tide touch to this gift plan. It enables you to present your boy with his tachometer certificate on Christmas Day and yet specify actual delivery for any time before May 1.

Just return the coupon at once with \$5.00, giving your son's full name and specifying delivery before May 1. By return mail you will receive a Christmas certificate with photograph of tachometer to present to your boy which will also serve as your receipt. The tachometer will be shipped C. O. D. for balance of \$25.00.

CONSOLIDATED INSTRUMENTS

CONSOLIDATED INSTRUMENT CO. of AMERICA, Inc.
305 East 47th Street, New York City

IMPORTANT
SPECIFY MOTOR NAME AND
MODEL WHEN ORDERING
Jones precision movement. Large dial.
Waterproof case. 6 ft. flexible tubing.
DOWN PAYMENT \$5.00
BALANCE ON DELIVERY
BEFORE MAY 1st, 1930

Consolidated Instrument Co. of America, Inc.
305 East 47th Street, New York City
Gentlemen:

I am enclosing \$5.00 as first payment on a
Consolidated Outboard Tachometer which you
are to deliver C. O. D. balance of \$25.00 on

(Specify any date before May 1)

You are to send Christmas certificate at once in
name of _____

Name _____

Street _____

City _____ State _____ C

For motor boats, cruisers...

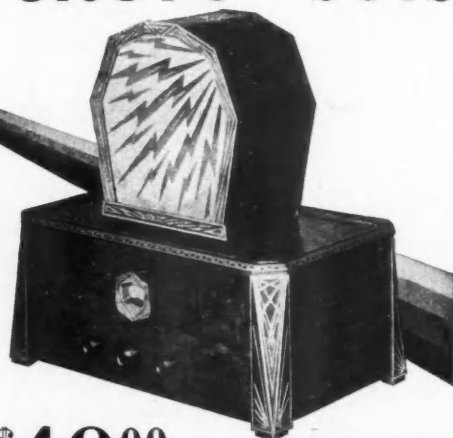
Screen Grid radio—the equal of the finest “shore” sets!



The same clear, natural reception you expect of the radio in your home, is yours now in these Crosley Screen Grid battery-operated sets for homes afloat!

It's almost unbelievable how perfectly they perform. Yet the drain on the batteries is 25 per cent less than on ordinary sets!

And compact, too. Designed, without any sacrifice of beauty of line or finish, to fit into small spaces.



\$49⁰⁰

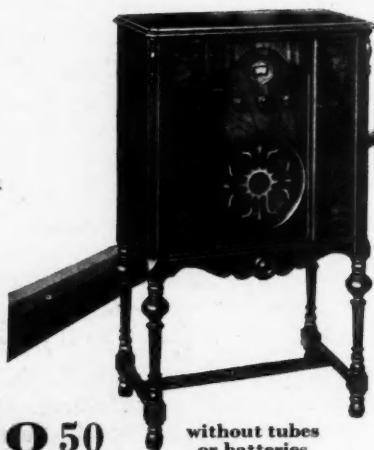
without accessories
Crosley Dynacone
Speaker \$18 extra

Crosley 21. Metal case. Utilizes six tubes, including THREE 222 Screen Grid battery tubes. With legs, \$54. Receiver: 7¼" high, 17¼" wide, 11¼" deep. Speaker: 10½" high, 6½" deep, 9½" wide

Operates with the famous Crosley Dynacone, a power speaker which uses a minimum of current!

All at prices amazingly low! See these new Crosley Screen Grid battery sets at your dealer—or write us direct for further information.

THE CROSLEY RADIO CORPORATION
Powel Crosley, Jr., Pres.
CINCINNATI, OHIO
Home of WLW—"The Nation's Station"
Western Prices Slightly Higher



\$88⁵⁰

without tubes
or batteries

Crosley 22. The same Screen Grid storage battery unit as in Crosley 21 is incorporated in a beautiful console cabinet of two-tone walnut veneer, complete with the Crosley Dynacone power speaker. Dimensions: 40" high, 24" wide, 14¼" deep

**A. C. and D. C.
electric sets, too!**

Besides the battery models shown here, The Crosley Radio Corporation produces a complete line of 110-volt D. C. and 110-volt A. C. radio receivers for use in cruisers where such current is available.

You're there with a

CROSLEY

When a **DAWN** kicks sea dust in your face



WHOOPEE!!! ride 'er hard . . .
and lay back on your reins for
the Dawn 45 throws a snappy pair of
heels. The hull is as slick as a hound's
tooth. Twin Lathrops just shoot her
along.

Play and sail through the sunshine,
for when night comes on. . .

There is every home comfort aboard.
The roomy bridge or cockpit are ideal
for loafing. There is real sleep to be had
in the airy staterooms. Each has its own
dressing room and toilet facilities. The crew causes no disturbance, for their
quarters and the galley are accessible to above decks without passage through
another's cabin. Everything is luxurious
but built for utility and the pleasure of
living.

Naturally you want to go aboard
this yacht and study her yourself. If
this is impossible we will gladly send
you literature.



Powered by Twin Lathrops

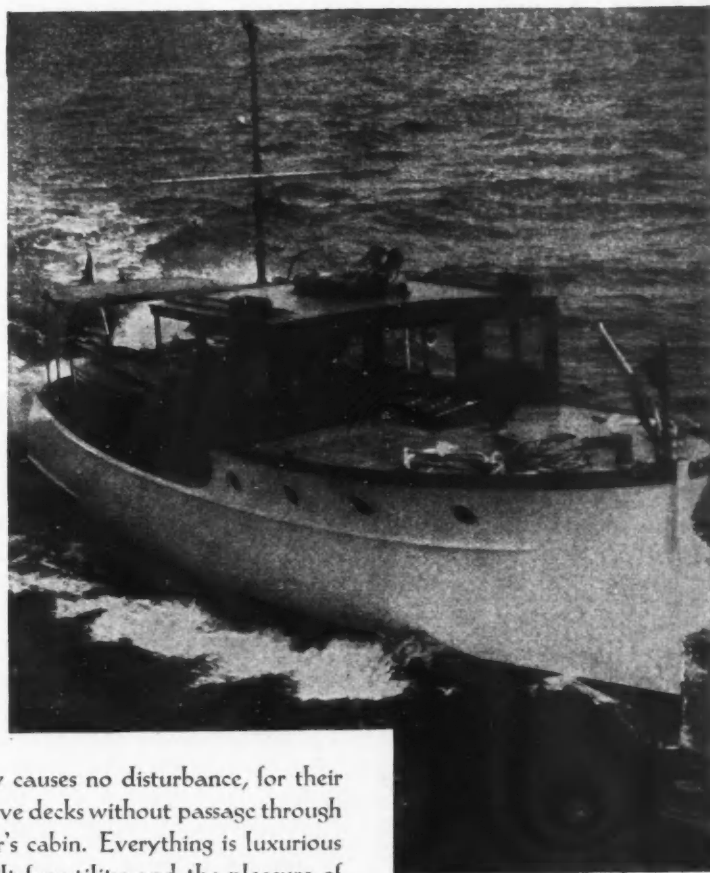
DAWN BOAT CORPORATION

Clason Point

New York City

Established 1906

Tel. Westchester 7000

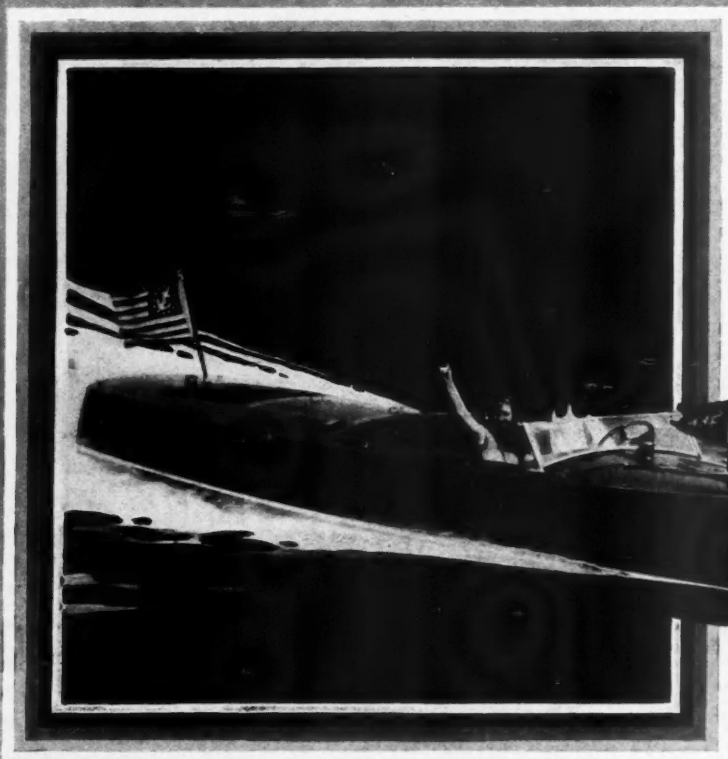


Standard 45-footer
140 horsepower 14 miles
\$16,900

Special 48-footer
300 horsepower 20 miles
\$23,800

Afloat at Clason Point

Mention MoToR BOATING, 57th St. at Eighth Ave., New York



24-FT. SEA-LYON "35" • 110 H. P. CHRYSLER MOTOR • \$2975

SEA LYON RUNABOUTS *for* PATRICIAN SPORTSMEN

*I*f you take as a matter of course the correct performance of your car, your plane, your polo ponies, if you expect always a ready response to your every wish, you will want a Sea Lyon runabout for dependable water transportation.

Sport, undiluted by misgivings as to faulty operation, as to an ever-smart appearance, as to value undiminished through service—such sport is inherent in every Sea Lyon.

Five models — \$2975 — \$35,000.

Detailed specifications on request.

HOWARD W. LYON, INC.

HOTEL BARCLAY • 532 LEXINGTON AVE., AT 48th ST. • VANDERBILT 4-445 • NEW YORK



M. Rosenfeld

Alert, a fast commuter designed and built by the Purdy Boat Works for Albert Schwarzwiler of City Island. She has two G-6 Scripps engines and can do 34 miles

DECEMBER, 1929

Vol. XLIV, No. 6



FIFTY-SEVENTH STREET
AT EIGHTH AVENUE
NEW YORK, N. Y.

Edited by

CHARLES F. CHAPMAN

CALENDAR OF COMING EVENTS

- December 4-5—Balboa Mile Trials, Balboa, Calif. A. L. Bobrick, 111 Garey St., Los Angeles, Calif.
- December 7, 8—Lake Elsinore, California. Southern California Outboard Asso., O. K. Hunsaker, Western Pacific Bldg., Los Angeles, Calif.
- December 14-15—Salton Sea, California—Southern California Outboard Asso., O. K. Hunsaker, Western Pacific Bldg., Los Angeles, Calif.
- January 6, 1930—St. Petersburg, Fla. I. Chester Spinney, Tampa, Fla.
- January 17-25, 1930—Motor Boat Show, Grand Central Palace, New York, N. Y.
- February 21, 22, 1930—Palm Beach Yacht Club Regatta, Palm Beach, Fla. Com. W. J. von Behren, Citizens Bank Bldg., West Palm Beach, Fla.
- March 25-26, 1930—Miami Beach, Fla. C. F. Chapman, 959 Eighth Ave., New York City.
- March 29-30, 1930—Havana, Cuba. Rafael Fosso, Habana Yacht Club, Havana, Cuba.
- March 29 to April 5, 1930—Detroit Motor Boat & Sportsman Show, Detroit, Mich. H. H. Shuart, 5-219 General Motors Bldg., Detroit, Mich.
- April 4-5—Jacksonville, Fla. Florida Yacht Club, Jacksonville, Fla.
- September 6-7, 1930—Cincinnati, Ohio. E. C. McHugh, Times Star Bldg., Cincinnati, Ohio.

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TIME KEEPING AT SEA

PERHAPS it is a fortunate thing for present day navigation that the modern accurate chronometer was developed before the days of the radio time signals. Had radio come first, the incentive for the tedious development of the marvelous time pieces we now have would have been lacking. As late as the latter part of the eighteenth century the British Admiralty was offering substantial sums for the development of a time piece which now would be considered utterly worthless as a time piece. By slow advances the modern time piece has been developed into one of the most accurate mechanisms in existence. Of the 24,600 seconds per day, a marine chronometer which gains or loses one or two of those seconds over its usual rate is considered a defective time piece. Ordinary wrist watches undergoing radical changes of temperature and subjected to frequent motions give the correct time within a few seconds per day.

Before radio time signals afforded accurate checks on chronometers far at sea, it was necessary to go to any reasonable lengths to keep the exact time by the chronometers. This was true since the computations for longitude at sea depended on the accuracy of the time used. If the time were in error one minute, the longitude would be in error the same amount, or 15 minutes of arc of longitude. A ship remaining several weeks at sea, as was frequently the case in sailing ship days, must have had the correct time within a very few seconds per day if a dependable landfall was to be expected. The trouble was that the chronometer error was accumulative. Once the chronometer rate changed due to change in temperature or other cause, there would be no way of checking the amount of the change except by comparisons with other chronometers, and the companion time piece, subjected to the same conditions, might have picked up the same error. It is clear that the problem of keeping accurate time for long periods at sea with varying temperatures, and constant motion, was well nigh an insuperable one.

Greatly to the credit of the navigators of the old days, it may be said that the navigation results they obtained were surprisingly good. Longitudes were established, and strange lands charted hundreds of miles from the point of departure which have required comparatively little adjustment. One obvious method for keeping more accurate time than one chronometer would afford was to carry three or

more expensive chronometers and to give them the attention required by Prima Donnas. They would be stowed in padded boxes, swung on gimbals, located at a point where they would suffer the least motion and least change of temperature, and finally they would be carefully compared daily, each with the others, and the times carefully adjusted for temperature, and an elaborate record kept for each chronometer. One good chronometer today costs about two to three hundred dollars, and an overhaul costs about twenty-five dollars.

An impressive example of the force of custom is the fact that to this day many ships carry three or more expensive chronometers, with the elaborate record so carefully developed years ago, and no longer needed. A somewhat humorous effect of the same venerable custom, is the fact that on many ships carrying radio the chronometer comparisons are made as of yore and the radio time signals are used several days apart when it is a simpler task to get a radio check to the split second than it is to make the custom built chronometer comparisons. Instead of comparing one time piece with another of uncertain virtue, why not compare it directly with Uncle Sam's Naval Observatory time sent out several times daily?

Only recently has the Navy Department seen fit to reduce the allowance of chronometers for battleships from three to two. It might here be said that if any craft should be so equipped, a ship representing a \$40,000,000 investment should be so provided. On the other hand, many will be surprised to know that ships of the Dollar Line, noted for their efficiency and economies, still carry three chronometers. Of course, some will say that three chronometers are needed so that if two stop or run backwards, the third will continue ahead. Yes, and the bottom of the ship *might* drop out, yet we continue to go to sea in them. Even if the chronometers were all thrown overboard, it would be a simple matter to bring the ship to port using a wrist watch provided frequent radio ticks are received,—say twice daily.

Another moss grown custom inherited from the days before the advent of the radio time signals is the cumbersome method frequently used for arriving at the Greenwich time of an observation. The operation as done in 1800, and still followed to some extent, is for the navigator to use a comparing watch set to local civil time in getting the time of sight. With this watch time noted, the watch is

carried below to the chronometers and compared with the "A" chronometer (the best one). To make the comparison, the same instant is noted on each time piece, and the watch time is then subtracted from the chronometer time to get the "chronometer minus watch," or "C-W." This C-W is then added to the watch reading obtained at the time of the sight to get the correct chronometer time of the observation. The chronometer reading is in turn corrected for the amount the chronometer is in error in order to get the correct Greenwich civil time. If now, we are working with the stars or planets, it becomes necessary to convert the Greenwich civil time to Greenwich sidereal time. This latter operation entails looking up the right ascension of the mean sun (plus 12 hours), and applying a correction, the three terms being added, in order to get the correct instant of sidereal time. Having the latter, we are ready to start to work out the problem.

While this procedure was to a large extent necessary in days gone by, it certainly is not necessary today. There are several ways of cutting down the time, labor, and mental wear and tear of the old methods of handling time. One clever wrinkle is to use a stop watch. The stop watch is started when the sight is taken, and then stopped at some instant noted on the chronometer, and the elapsed time subtracted from the chronometer reading. Some navigators yell "mark" loud enough for someone at the chronometer to read it directly, and the work proceeds from the chronometer reading. All or most of these trick methods offer short-cuts, and the users are to be complimented for their initiative in using them. After all, however, the end sought, so far as the time problem is concerned, is the exact second of Greenwich civil time for day work, and the exact second of Greenwich sidereal time for night work. Fortunately, it is possible now to get both of these times with greater ease, in less time, with more assurance of correctness, and at less expense than is possible using the methods heretofore described.

The answer to the time problem at sea is the use of a pair of *second setting navigation watches*, one rated to Greenwich civil time and the other rated to Greenwich sidereal time. These watches are compared one or more times daily with the radio time signals, and if found in error a split second, they may be set instantly to the exact time as given by the radio time signals. With these watches set

(Continued on page 70)

THE conservative purchaser who does not care to expend a large sum for a big yacht will find the highest degree of comfort, ample spaciousness, maximum seaworthiness, safety and speed in the

FAIRFORM FLYER

45 AND 54 FOOT MODELS

AT MODERATE FIRST COST AND MAINTENANCE

CRUISING SPEEDS IN EXCESS OF 20 N. P. H.



Write to Us and We Will Present the Facts

HUCKINS YACHT CORPORATION

Plant — General Office — Yacht Basin

JACKSONVILLE, FLORIDA

YACHT CLUBS ON CRUISING ROUTES

Second Instalment of a Directory of Clubs in the United States on Waters That Can Be Reached by the Average Cruiser

WE continue in this issue the listing of yacht clubs which may be found by yachtsmen in cruising about the country. The first part of this list appeared in last month's issue of *MoToR BOATING* and included all those clubs located along the Atlantic Coast from the Bay of Fundy to

Throgg's Neck, at the western end of Long Island Sound. This second instalment begins with the clubs situated in the waters adjacent to New York City and proceeds geographically down the East Coast, including as well all those found along the Gulf of Mexico. Yachtsmen will find this list of particu-

lar value in planning their future cruises, as it enables them to see at a glance exactly what points will be suitable for overnight stops, and shows them what clubs they may choose from in that particular section. Reference to the key given below will indicate where clubs in any territory will be found.

KEY TO YACHT CLUB DIRECTORY ARRANGED GEOGRAPHICALLY

E. New York Waters

1. East River (Throggs Neck to Battery)
2. Hudson River (Battery to Harlem Ship Canal)
3. Upper New York Bay and Gravesend Bay
4. Staten Island (Raritan Bay and Adjacent Waters)
5. Newark Bay and Passaic River

6. Sheepshead Bay

7. Jamaica Bay
8. East Rockaway Inlet
9. Great South Bay

F. Sandy Hook to Cape May (Barnegat Bay and Coast)

1. Coast & Shrewsbury River
2. Barnegat Bay
3. Absecon Inlet

G. Delaware River (Overfalls to Trenton)

H. Chesapeake Bay and Potomac River

1. Chesapeake Bay (West Shore)
2. Chesapeake Bay (East Shore)
3. Potomac River

I. Southeast Coast (Cape Fear to Biscayne Bay)

J. Gulf of Mexico (West Florida Coast and Gulf States)

DIRECTORY OF CLUBS

E. NEW YORK WATERS

1. EAST RIVER (THROGGS NECK TO BATTERY)

- Bronx County Yacht Club, Throggs Neck, N. Y.
 Melrose Yacht Club, Throggs Neck
 Bronx Motor Boat Club, Clason Point, N. Y.
 Clason Point Yacht Club, Clason Point, N. Y.
 Point Yacht Club, Clason Point
 Westchester Motor Boat Club, Clason Point
 Crystal Yacht Club, Locust Avenue, Bronx, N. Y.
 Bronx Yacht Club, Foot of Willow Avenue, Bronx
 Arrow Yacht Club, College Point, Long Island
 Williamsburg Yacht Club, College Point
 Beechhurst Yacht Club, East River, Beechhurst, Long Island
 Flushing Bay Motor Boat Club, Corona, N. Y.
 Bronx Kills Boat Club, Port Morris, N. Y.
 Montauk Yacht Club, Foot East 52nd St., New York City
 New York Yacht Club, Foot of East 26th St., N. Y. C.
 Brooklyn Yacht Club, 308 Fulton Street, Brooklyn
- #### 2. HUDSON RIVER, NEW YORK CITY
- Hoboken Yacht Club, Hoboken, N. J.
 New York Yacht Club, Ft. of West 86th St., N. Y. C.

Columbia Yacht Club, Ft. of West 86th Street

- Hudson River Yacht Club, Ft. of West 92nd Street
 North Hudson Yacht Club, Edgewater, New Jersey
 North River Yacht Club, Edgewater
 New York Motor Boat Club, Ft. of West 147th St., N. Y. C.
 Cobweb Yacht Club, Ft. of West 153rd Street, City
 Colonial Yacht Club, Ft. of West 153rd Street
 (See also M, Hudson River, N. Y. 'to Albany)

3. UPPER NEW YORK BAY AND GRAVESEND BAY

- Crescent Athletic Club, Brooklyn, N. Y.
 Arcanum Yacht Club, Bay 22nd Street
 Brooklyn Motor Boat Club, Bay 32nd Street
 Ben Ma Chree Boat Club, Bay 32nd Street
 Era Yacht Club, 33rd & Neptune Avenue
 Gravesend Bay Yacht Club, Bay 37th Street
 Pilgrim Yacht Club, Bay 45th Street
 Bay Ridge Yacht Club, 47th Street
 Old Timers Boat Club, 49th Street, Gravesend Beach
 Excelsior Yacht Club, Gravesend Bay
 Marine & Field Club, Bath Beach

- Bensonhurst Yacht Club, Bensonhurst, Long Island
 Ambrose Channel Yacht Club, Ft. of Bay Street, Brooklyn
 Atlantic Yacht Club, Sea Gate, Coney Island
 Era Yacht Club, Coney Island

4. STATEN ISLAND (RARITAN BAY AND ADJACENT WATERS)

- Mariner's Harbor Yacht Club, Mariner's Harbor, Staten Island
 North Bentley Yacht Club, Tottenville, S. I.
 Bentley Yacht Club, Tottenville
 Ocean Yacht Club, Stapleton
 Staten Island Yacht Club, Stapleton
 Great Kills Yacht Club, Raritan Bay
 Princess Bay Yacht Club, Raritan Bay
 Yvette Yacht Club, Great Kills, Raritan Bay
 Rahway Yacht Club, Rahway River, Rahway, N. J.
 Keyport Yacht Club, Keyport, N. J., Raritan Bay
 Raritan Yacht Club, Perth Amboy, N. J.
 New Brunswick Yacht Club, New Brunswick, N. J., Raritan River
 Sewaren Motor Boat Club, Arthur Kill, Sewaren, N. J.

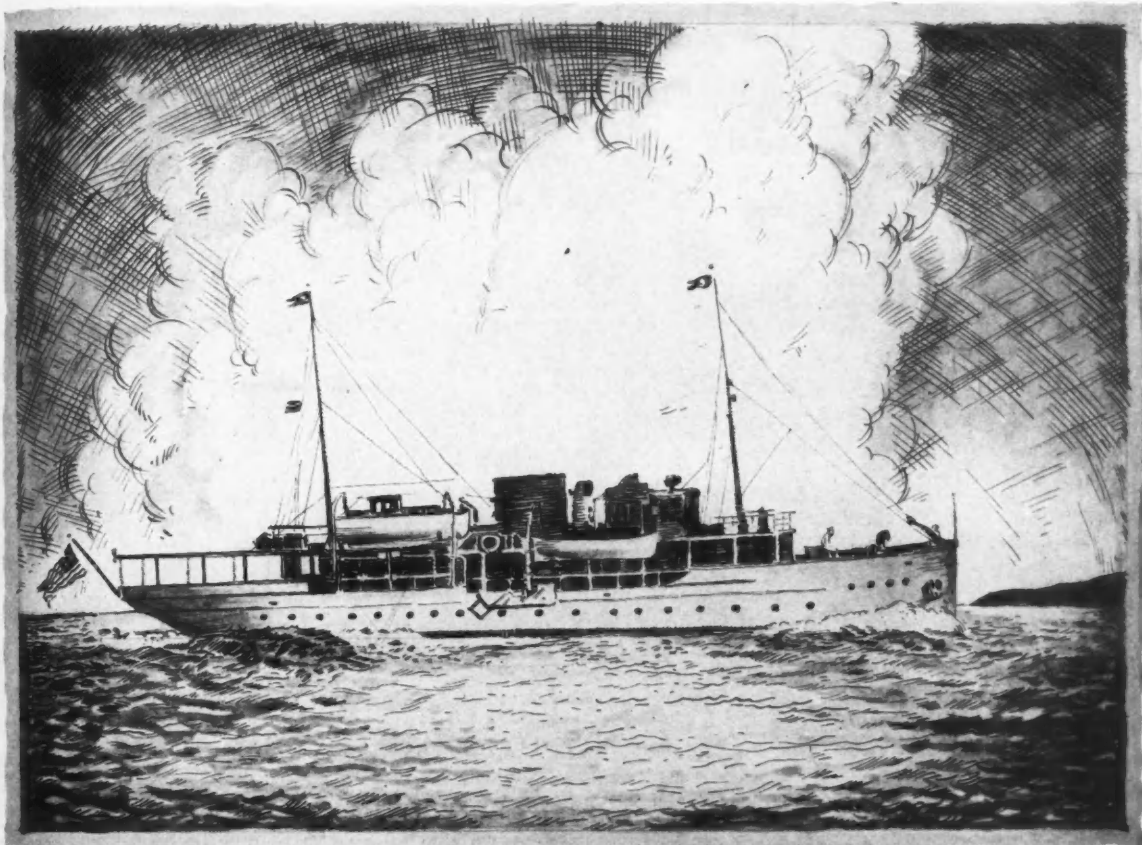
5. NEWARK BAY AND PASSAIC RIVER

- Robbins Reef Yacht Club, Ft. of East 46th Street, Bayonne, N. J.

(Continued on page 64)

DECEMBER, 1929

When Pleasure Lures You Seaward



The 115' yacht "Wanderer", designed by Henry J. Gielow, Inc., built by Lawley's and powered with two 180 H. P. eight-cylinder Bessemer diesel engines.



LOAFLING along as the spirit moves you; speeding onward to distant ports; gliding smoothly through calm waters; or riding the crest of foam-capped waves—that's real pleasure and true comfort—when the power plant is a Bessemer.

When pleasure lures you seaward there is no substitute for the sturdy, smooth, quiet, vibrationless and care-free power of a Bessemer diesel engine. It is as quiet as the purring of the ship's cat, as smooth as a gull in flight and as dependable as the setting sun—an engine that makes every yachting moment a pleasure.

To make your yacht a pleasure craft in every sense of the word, power it with Bessemer diesels—the engines that are making marine history.

The COOPER-BESSEMER CORPORATION

General Diesel Sales Offices:
25 WEST 43RD STREET, Suite 301
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Factory: Grove City, Pa.

Special Yacht Representative: Earl H. Croft, 25 West 43rd Street, New York City

BESSEMER

MARINE DIESEL ENGINES

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

AMERICAN MOTOR BOAT RECORDS

MILE TRIALS

(Average of 6 One Mile Runs)

Miss America VII, owned by Gar Wood, at Miami Beach, Florida, March 23, 1929. Built by Gar Wood, Packard motors. Speed 93.123 m.p.h.

GOLD CUP CLASS

625 cubic inch boats

Fastest heat (30 miles) Hotsy Totsy, owned by Caleb Bragg, Greenwich, Conn., 1927. Time, 35:06:83; speed 51.261.

Fastest lap (3 miles), Imp, owned by Richard F. Hoyt, Manhasset Bay, 1926. Time, 3:22; speed, 53.58.

Total race (90 miles), Imp, owned by Richard F. Hoyt, Red Bank, N. J., 1929. Time 1:51:33.48, speed, 48.451.

UNLIMITED HYDROPLANE

Fastest heat (30 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 25:44; speed, 70.0.

Fastest lap (5 miles), Miss America, owned by Gar Wood, Detroit, 1920. Speed 71.4.

Total race (90 miles), Miss America, owned by Gar Wood, Detroit, 1920. Time, 1:28:07; speed, 62.0.

DETROIT SWEEPSTAKES

Fastest lap (3 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit, 1925. Speed, 58.95.

Total race (150 miles), Packard Chris Craft II, owned by Colonel J. G. Vincent, Detroit, 1925. Time, 2:41:47.10; speed, 55.65.

BRITISH INTERNATIONAL TROPHY

UNLIMITED HYDROPLANES

Fastest heat (30 nautical miles), Miss America VIII, owned by Gar Wood. Detroit, Sept. 2, 1929. Speed, 75.287 m.p.h.

Fastest lap (5 nautical miles), Miss America VIII, owned by Gar Wood, Detroit, Sept. 2, 1929. Speed 79.362 m.p.h.

12 HOURS

Rainbow VII, owned by Harry B. Greening, Lake Rosseau, Canada. Sept. 30, 1929. Total 723.92 miles. Running time 11:27:28. Average speed 63.17 m.p.h.

24 HOURS

Rainbow IV, owned by Harry B. Greening, Lake Rosseau, Canada, October 2-3, 1925. Total miles, 1218.88. Speed 50.78.

1½ LITER CLASS (TRIAL RUNS)

Boat driven by Ralph Snoddy at Newport Beach, Calif. Oct. 6-7, 1929. Built by Hacker. Miller engine. Speed 45.726 nautical m.p.h.; 52.585 statute m.p.h.

In Competition, Little Spitfire, owned by J. H. Rand, Jr., Detroit, September 3, 1927. Speed 42.17.

151 CLASS—UNLIMITED

1-mile straightaway, Spitfire V, owned by J. H. Rand, Jr., Albany, N. Y. July 5, 1927. Speed 62.82.

In competition, Spitfire V, owned by J. H. Rand, Jr., San Diego, Calif. December 12, 1927. Speed 55.42.

One lap in competition, Miss California, owned by Loynes-Harris, San Diego, Calif. December 12, 1927. Speed 59.68.

151 CLASS LIMITED

In competition, Miss California, owned by Dick Loynes, at Sarasota, Florida. March 8, 1929. Speed 49.20 m.p.h.

Boat owned and driven by Dick Loynes at Newport Beach, Calif. Oct. 6-7, 1929. Built by Dick Loynes. Miller engine. Speed 51.342 m.p.h.

340 CLASS

Miss California, owned by Loynes-Harris, Houston, Texas. July 2, 1927. Speed 50.99.

510 CLASS

Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky. July 5, 1926. 10 miles—in competition. Speed 51.28.

7½ miles, Miss Kemah, owned by Henry Falk, Houston, Texas. July 4, 1927. Speed 53.41.

One Mile Trials—Miss Houston IV, owned by Frank H. Robertson, Louisville, Ky. July 5, 1926. Speed 53.43.

725 CLASS

5 Miles—Helen, owned by M. J. A. Mitchell, Louisville, Ky. July 5, 1926. Speed 61.22.

1-mile straightaway, Doc's II, owned by I. R. Van Sant, Peoria, Illinois. October 11, 1925, winning King of Belgians' Trophy. Speed 61.77.

SINGLE ENGINE HYDROPLANES

1 mile, Miss Chicago, owned by Sheldon Clark, Detroit. Sept. 3, 1921. Speed 72.86.

15 miles in competition, Fore, owned by W. D. Foreman, Cincinnati, Ohio. September 29, 1923. Speed 64.75.

OUTBOARD RECORDS

The official Outboard Racing Rules adopted by all Associations for 1929 recognize American records made only over distances of five, six, ten and fifteen miles and mile trials made over statute and nautical miles in each of the several classifications of engines, by drivers of Divisions I and II.

It must be emphasized that records under these rules are AMERICAN records and NOT World records.

MILE TRIALS, STATUTE MILES

CLASS A, DIVISION I

A-21, driven by Charles Harris at Augusta, Me., July 22, 1929. Built by Herbst, Lockwood engine. Speed 25.96 m.p.h.

CLASS A, DIVISION II

Flatiron, driven by D. Haskins, at Peoria, Ill., Oct. 15, 1929. Built by Porteus. Lockwood engine. Speed 26.481 m.p.h.

CLASS B, DIVISION I

Baby Brontosaurus II, driven by Bill Lyon, at Newport Beach, Calif., Oct. 6-7, 1929. Built by Crandall Boat Co., powered with Johnson 16. Speed 42.338 m.p.h.

CLASS B, DIVISION II

Blue Streak, driven by H. G. Ferguson, at Newport Beach, Calif., Oct. 6-7, 1929. Built by Elsinore Boat Works. Johnson 16 engine. Speed 42.370 m.p.h.

CLASS C, DIVISION I

Black Maria V, driven by Mildred Milde, at Newport Beach, Calif., Oct. 6-7, 1929. Built by Al Thomson. Evinrude C engine. Speed 43.711 m.p.h.

CLASS C, DIVISION II

Black Maria V, driven by Al Thomson, at Newport Beach, Calif., Oct. 6-7, 1929. Built by Al Thomson. Evinrude C engine. Speed 43.192 m.p.h.

CLASS D, DIVISION I

Baby Brontosaurus II, driven by Bill Lyon, at Newport Beach, Calif., Oct. 6-7, 1929. Built by Crandall Boat Co. Johnson 32 engine. Speed 46.905 m.p.h.

CLASS D, DIVISION II

Blue Streak, driven by H. G. Ferguson, at Newport Beach, Calif., Oct. 6-7, 1929. Built by Elsinore Boat Works. Johnson 32. Speed 48.400 m.p.h.

CLASS E, DIVISION II

Wildcat, driven by F. E. Ludolph, at Peoria, Ill., Oct. 15, 1929. Built by Hooton. Elto Engine. Speed 39.353 m.p.h.

MILE TRIALS, NAUTICAL MILES

CLASS B, DIVISION I

Baby Brontosaurus II, driven by Bill Lyon, at Newport Beach, Calif., Oct. 6-7, 1929. Built by Crandall Boat Co. Johnson 16 engine. Speed 36.185 nautical m.p.h.; 41.613 statute m.p.h.

CLASS B, DIVISION II

Salome, driven by A. G. Martin, at Newport Beach, Calif., Oct. 6-7, 1929. Built by F. V. Pierce. Johnson 16 engine. Speed 36.063 nautical m.p.h.; 41.472 statute m.p.h.

CLASS C, DIVISION I

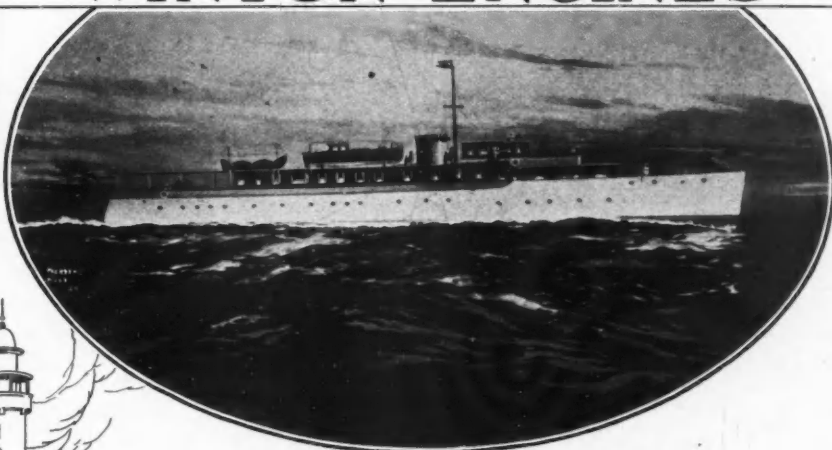
Bossert Pirate, owned by Walter Peterssen, at Albany, N. Y., July 5, 1929. Built by Bossert. Evinrude engine. Speed 34.05 nautical m.p.h.; 39.15 statute m.p.h.

CLASS C, DIVISION II

Black Maria V, driven by Al Thomson, at Newport Beach, Calif., Oct. 6-7, 1929. Built by Al Thomson. Evinrude C engine. Speed 37.058 nautical m.p.h.; 42.617 statute m.p.h.

(Continued on page 130)

WINTON ENGINES



The new *Thalys*, a fast 160-foot Diesel yacht designed by Tams and King, Inc., for Thomas M. Howell, of New York City. Cruising radius, 6,000 miles. Power: two 600 H. P. Winton Diesel Engines.

Under the Southern Cross

THE salt spray rolls off her bow in a feather of foam, the harbor lights fade out - your Winton-powered yacht is on her way to southern waters. Go where you will - across the Spanish Main, immortalized by the great sea captains of the sixteenth century, down below the equator where the brilliant Southern Cross holds its nightly vigil, to the sun-kissed islands and atolls of the South Seas - the world's finest winter playgrounds are yours.

A modern Winton-Diesel yacht, fast, seaworthy, self-sufficient, exemplifies the twentieth-century conception of the ideal craft for the busy man of affairs. With his every need anticipated and provided for, he finds the superb facilities of such a ship delightful, whether his cruises are short or encircle the globe. Winton-Diesel engines, marine power plants supreme for fine pleasure craft, are built in a wide range of sizes for fine houseboats, cruisers, and yachts. Complete details upon request.

THE WINTON ENGINE COMPANY
CLEVELAND, OHIO, U. S. A.

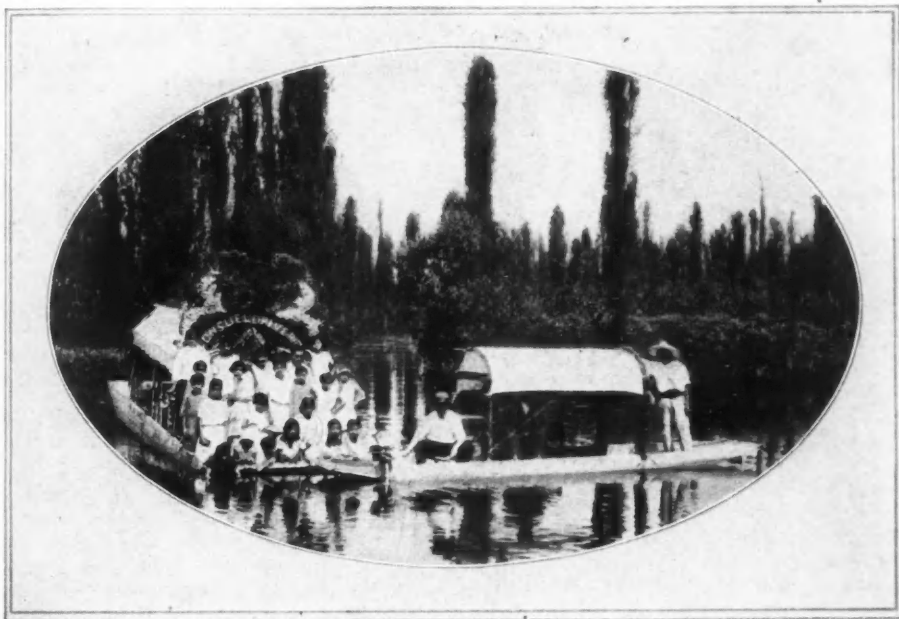
WINTON



M. Rosenfeld

PATIENCE BRINGS RESULTS

Watchful waiting is the business in hand of our two friendly fishermen. The little Johnson engine has taken the boat far into a secluded corner of the lake where the big fellows wait to be caught. Here's hoping that the fisherman's patience was rewarded



Our boat draws up alongside a gaily clad barge loaded down with laughing school girls

BOATING IN MEXICO'S VENICE

A Countryside of Flowers and Surpassing Beauty Is Explored by the

First American Outboard to Be Seen in Those Parts

By JOHN ANSON FORD

Photographs by the Author

WHETHER or not you are interested in motor boating, you surely know the interesting road to Tlalpam and Xochimilco, if you have ever visited Mexico City. If there is a particle of love of the water hidden away among your outdoor instincts you will plan to spend a good share of your time in and near Xochimilco—the Venice of Mexico. As soon as one starts out this highway he finds it most intriguing by reason of the flower vendors that lure one on and on—smiling dark-skinned folk who stand by the roadside and offer you loads of exquisite blossoms at prices that would give an American florist heart failure. If you are a comparative stranger in Mexico you will soon decide that all of the countryside must be devoted to flower raising.

The morning we set forth for the canals of Xochimilco I was sure that a wedding must be scheduled to pass that way. On every hand there were red and blue and purple flowers. But they told me that every

day the flower vendors are there just the same. "You see," my friends explained, "the islands at Xochimilco are hundreds in number and the natives do little besides raise flowers on many of them. That is why it is such an interesting and beautiful place."

All of these remarks, together with the charming faces of the natives lining the roadside—some in booths and some seated in the shade of the trees—made me more eager to reach the Venice of Mexico. We had had some thought of visiting Tlalpam first, but I soon became convinced that Xochimilco held a greater lure. Any traveler could see at once that such a place must be extraordinary—miles of canals, acres of flowers, a population of smiling, contented natives. Accordingly on arriving at the village of Huipulco we forgot Tlalpam and turned to the left toward Xochimilco. It was one of the most fortunate changes of routes that I have ever made in all my life—not that Tlalpam was uninteresting, for later



A Xochimilco flower girl, her tiny canoe loaded with beautiful blossoms, draws alongside, hoping to sell her wares

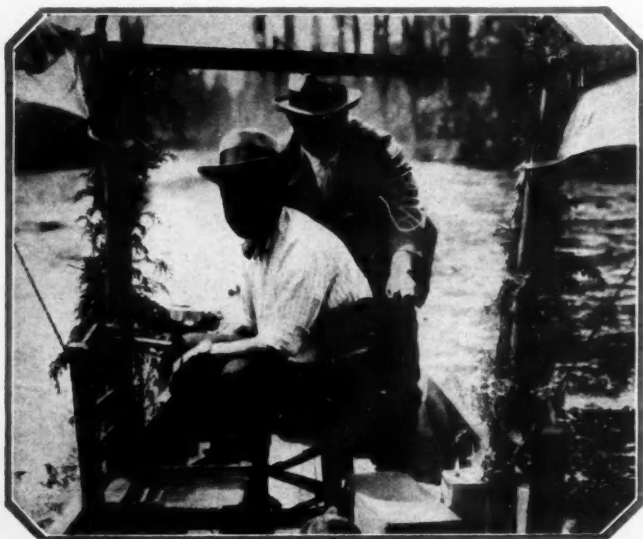
I found it a fascinating old place, but anyone who loves the sound of water lapping the bow of a boat could not afford to miss this marvelous network of canals at Xochimilco.

It so happened, too, that ours was the great good fortune to have the use of the only outboard motor that had ever been seen in those parts, a Johnson, which could kick up that canal water as it never had been stirred up in all its thousand years of peace and reflection.

The village which gives the name to the region where we were to enjoy such unusual boating pleasure is composed almost wholly of native homes. The more prosperous villagers occupy adobe dwellings of one and two rooms, while the remainder live in houses that are more picturesque, and also much easier to

build. Their walls consist of reed and bamboo stood closely together on end and held together with reed thongs to form the four walls. The floor, as in the case of many adobe homes, is of earth, and the roof of ingeniously woven thatch, in some cases more than a foot thick. A small village square affords a central marketing place, and an ornamental spire makes conspicuous, even from a distance, the village church. Beyond the town, in grounds that have been elaborately laid out with shrubs and flowers, is a wonderful pumping plant, supplying a tremendous volume of water to the City of Mexico. A giant spring feeds the canals of Xochimilco, including the canal that connects this picturesque region with Mexico City. In the days before trolley cars and motor buses this canal was the principal highway up and down which the flower growers poled their wares, unconcerned whether they arrived today or manana—since theirs is the happy philosophy which makes one tomorrow as good as another.

It was not in the manana spirit that we proceeded to select our craft for our little adventure. We were anything but embarrassed to find among the various decorated flat boats offered for our service, one to which an American outboard motor might be made an adjunct—for a consideration. The consideration was forthcoming, I assure you, *pronto*. I have no objection to lolling in cushioned ease amid the sweet-scented blossoms of any land if the tomorrow holds no stern or exacting task. But in this instance I had snatched a day from a full schedule of conferences, lectures and interviews. Ambassador Morrow had opened his doors at Cuernavaca in order that several of us Americans might boast of our social privileges when we returned to the States. That delightful and democratic garden party having just been finished, I was soon to share in an audience with none other than President Portes Gil, at the National Palace. Said



The chauffeur tries his hand while my friend from Mexico City serves as a co-pilot but does not feel too steady about it

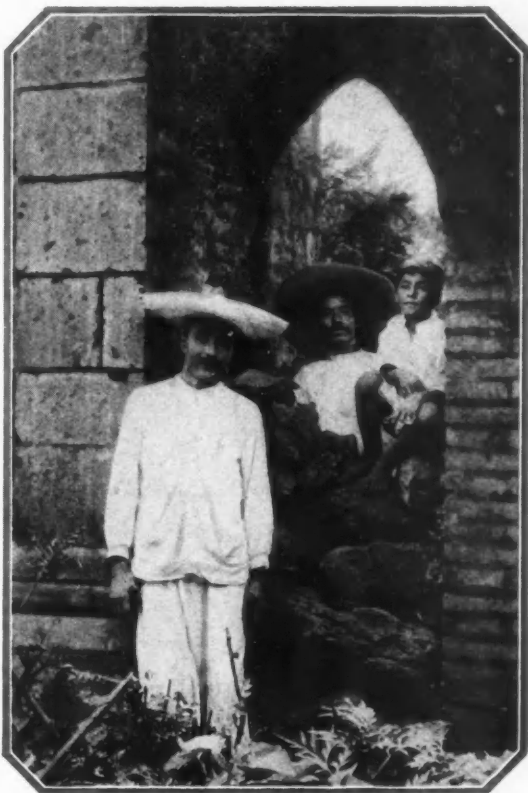
interview was to take place on the morrow, hence this day, here and now, was the only one that could be dedicated to Xochimilco.

Such was my reasoning as I stood there on the bank of that cool, placid canal whose tall poplars cast serpentine reflections in the water at my feet. It so happened that I was to have other hours on the canals of Xochimilco, but I did not know that then. We eagerly took advantage of the outboard attachment, not merely because of its novelty, but because it would save us a great deal of time in exploring these canals.

Through no fault of the obliging chauffeur—the name we applied to the boatman—we were a little slow in getting started. At last having securely fastened the motor to the side of our broad flat craft—the only practical type available in these waters—I was ready to give the starter cord a jerk. Before doing so I looked up to survey our general position with respect to the canal banks. To my astonishment what had been silent banks, overhung with grass and flowers, had suddenly become alive with rows of shining faces of varying degrees of chocolate color. Somebody had spread the news that some Americans were on the job with a new-fangled motor.

The chauffeur, a friend from Mexico City, and I, who constituted passengers and crew, were quite as excited as those on shore. With due solemnity and precision I twisted the cord about the flywheel and pulled, once, twice—a sputter—thrice, and the put-put-put began. A wake began forming behind us and we were off in a cloud of oh's and ah's, or whatever the Spanish equivalent is for such exclamations.

The setting was enchanting. Fields of carnations came to the water's edge on either side, the blossoms being just about on a level with our faces as we stood up in the boat. To the left the fields stretched away for miles, fading into a pale blue horizon. To the right rose the distant peaks that separate the Valley of Mexico from Cuernavaca. At our backs was the village of thatched roofs clustering about the ornamented church spire, and on the receding shore we could glimpse the white cotton costumes of the row



The white clad, smiling faced natives who watched us with keen curiosity from the shore

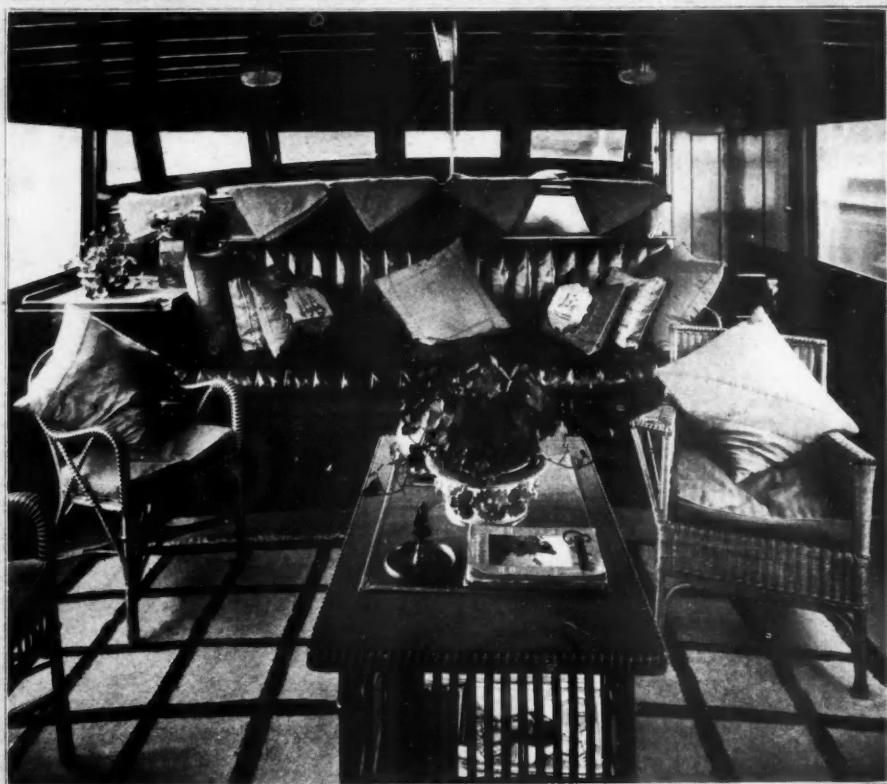
of curious natives. It was a setting which could be duplicated nowhere else in the world.

For the first time I began to study the construction of our unusual craft. It was about 36 inches broad, square at the ends, and 12 or 14 feet long. Both ends tapered to zero in depth, but the main body of the hull drew about three inches

(Continued on page 72)



We pass one of numerous groups of village huts, whose occupants have hurried out to see the strange craft that is passing



The forward deck house is a sitting room when underway. A wide built-in seat and easy chairs provide comfort

PLEIADES—DAUGHTER OF THE STARS

*Latest of a Remarkable Series of Houseboat Cruisers Named After
the Constellation of Seven Stars*

THE seventh of a series of houseboat cruisers, all built by the Consolidated Shipbuilding Corporation, New York, has been appropriately named Pleiades. It will be recalled that the constellation of the same name consists of seven stars and the name selected for this boat fits in beautifully with this since it is the seventh of a succession of similar boats. Pleiades was designed and built for J. Lester Parsons of New York and is closely similar to the previous boats of its class. The style of these is an exclusive one and was developed a few years ago by the Consolidated Shipbuilding Corporation.

Nashira, owned by Richard F. Hoyt, was the first of the line and she was quickly followed by Kegonsa and Zingane II. Later came Ardea, Lone Star and Vitesse, which comprise the full series of seven, a smart looking fleet. Of these, Pleiades and Vitesse are equipped with a pair of 300 h. p. Speedway engines which are able to drive these large boats at 23½ m. p. h. The others are still faster, being able to attain almost 30 miles, but in order to do this it is necessary to install much more power so that they carry

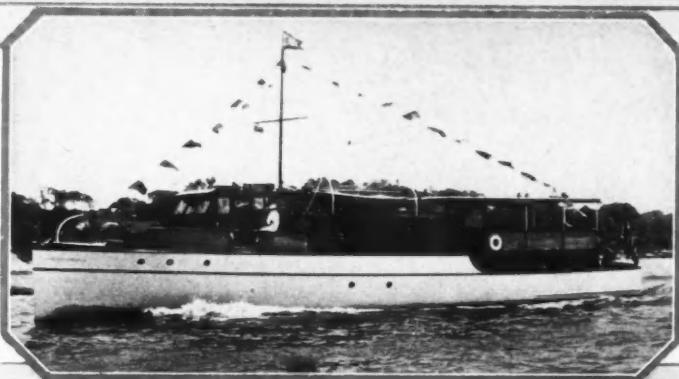
two 550 h. p. Wright Typhoon engines. All of these boats have pronounced characteristics which distinguish them from other boats. Among these are the exceptionally large deck house together with the ample after deck and very high speed for boats of this type. Owner's quarters are found in the deck house and after portion of the boat and comprise the large living and dining room in the deck house together with two double staterooms and baths below decks. In the forward portion of the boat are the quarters for the crew, captain's stateroom and galley.

The bridge deck enclosure and the deck saloon provide an abundance of sheltered space for the ship's company and the after deck, which is about 21 feet by 12 feet, affords ample outdoor space in fine weather. The problem of providing in a fast hull the high speed of these has been well taken care of and an abundance of auxiliary machinery not usually found on fast boats has also been installed. Ice machines, electric windlasses, running water to all fixtures and baths, electric lighting systems and other units all add their share to the comfort found on the boat.



The deckhouse looking forward shows radio, unique lamps and easy chairs

Photographs by
M. Rosenfeld



Pleiades is 81 feet in length, and driven by two 300 h. p. Speedway engines

An after corner of the deck saloon serves as a dining alcove



M. Rosenfeld



Colleen exhibits just enough flare forward to be fair lined and interesting

A GRACEFUL COLEEN

*Another Handsome Daughter of Neptune Is Created by B. T. Dobson
for Samuel A. Salvage's Off-Shore Cruising*

COLLEEN is a recent achievement of B. T. Dobson, the well-known New Bedford naval architect. She is the second yacht of the same

name that he has designed for Samuel a Salvage of New York, and like every other ship from this architect's board she embodies distinctive yacht design. Colleen also boasts several departures from the conventional.

As compared with the old Colleen which is 110 feet over-all, this new craft has an over-all length of 150 feet, load waterline length of 139 feet, 9 inches, a 22-foot beam and a mean load draft of 7 feet,

6 inches. She was built by the Pusey & Jones Corporation, Wilmington, Delaware.

Like her predecessor, Colleen is a twin-screw vessel

powered with a pair of Winton diesels. It is interesting to note in this connection that the two Wintons in the old Colleen, the 110-footer launched in 1922, developed a total of 300 h. p., whereas the new Colleen with but 40 feet more on the waterline, is provided with a pair of Winton diesels which developed a total of 1,200 h. p. Some idea of the progress in diesel yacht design and construction can be



The staterooms are finished in ivory and walnut, and although simply decorated, the effect is pleasing

gained from this advance, reflecting the present-day demand for greater power and speed without material increase in engine space. Colleen is just one more argument for diesel propulsion. She demonstrates, as have practically all the oil engined pleasure craft launched within the last two or three years, that the diesel engine as perfected today is the ideal motive power for the moderate sized yacht.

But despite the fact that it's the engine room that makes the ship, let's go on deck and see what Colleen looks like before we progress further. A casual perusal of her outboard profile reveals a steel hulled vessel of fair long lines and graceful sheer. The bow overhangs a shade and the stern is of the single knuckle counter type. Although there are two large deck houses there is ample deck room fore and aft.

These deck houses and the pilot house, by the way, are of fine teakwood—an unusual feature in a yacht of this size. The decks are also planked with this rich timber.



The dining saloon forward is done in selected paneled walnut and is tastefully furnished

Colleen is the second yacht of the same name to be designed by B. T. Dobson for Samuel A. Salvage



The lounge room aft is attractively furnished with all the comforts of home even to the extent of a real log burning fire-place

Naturally her upper structure is very handsome.

The forward deck house accommodates a spacious dining salon together with its serving pantry and the galley. The after house is an attractive and comfortably furnished living room or lounge, charmingly decorated and fitted with a real fireplace, suggesting a most homelike atmosphere.

Below decks are the more private quarters enjoyed by the owner — state-rooms, single and double, bathroom, closets, and wardrobes. Every apartment is finished tastefully and with an eye to the artistic. All below decks are ventilated perfectly by means of a blower system which changes the air every three minutes.

The boat deck, if we can call it one, has a bit of deck space forward, the pilot house just forward of midships, a slightly raking stack, and a space for the small boat cradles aft. The small boat equipment consists of a 23-foot sedan type owner's launch, an 18-foot crew boat and two 14-foot dinghies.



A prize sail fish caught on rod and reel along the edge of the Gulf Stream near Key West



THE MAN EATER OF BOCA CHICA

The Big Ones at the Edge of Florida's Gulf Stream and Among the Bahama Islands Provide Fine Sport for Anglers

By E. H. MORSE

WE picked the first day of February for our voyage to the Bahamas. It was winter in the north, but it was like June in Miami. The wind was light and in the west, a fair wind for the good yacht *Edreina*.

At seven o'clock in the morning we pocketed our clearance papers and, nosing out through the government cut, plunged bow eastward through a choppy sea over the rim of the world to the islands of the blest.

To yachtsmen contemplating this crossing, let me suggest they set their course E by S 1/2 S. The nearest of the Bahamas, Bimini, lies due east, but one must allow for the current of the gulf stream, which sets a cruiser to the northward about four knots per hour.

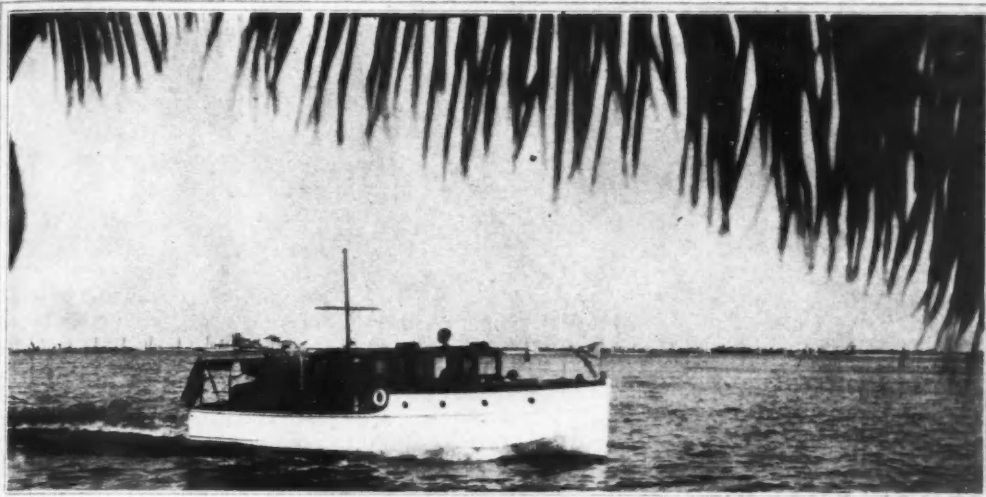


Prof. Morse shows the jaws and teeth of the Knights Key shark

As we bowled along we saw at frequent intervals literally flocks of pretty flying fish. About five miles out we sighted a big loggerhead turtle. He was apparently toying with a Portuguese man-of-war, whose iridescent gauzy sail first attracted our attention.

We approached this barnacle-covered turtle with great care, slowing down our engines and getting up to him from behind. I held the small harpoon poised in readiness, got within striking distance and let him have it hard. The dart pierced his shell, and after about half an

hour's tussle, we added him to our trophies. At eleven o'clock I mounted the roof of the bridge deck and shouted, like Christopher Columbus: "Land ahead." We made for it, a pilot (or pirate) met us



The 45-foot Dawn cruiser Edreina owned by E. H. Morse, President of Morse College, Hartford, Conn.

in a sail boat, and took us into the harbor of Bimini, avoiding the many dangerous reefs which seem to be everywhere in the Bahamas.

Our first business was to secure a fish guide. After some dickering, we engaged a hare-footed, half clothed personage, speaking a mixture of Conch-English and southern dialect, but he did know the fishing grounds, and gave us some great sport.

The very afternoon we left Miami we were fishing along the north reefs of Bimini; so brilliantly clear are these enchanted waters that one can see the ocean floor several fathoms beneath the yacht.

Amberjack were very numerous and barracuda were a nuisance. We caught enough of these for a good picture, then turned our attention to grouper, landing several, one of which was of black Nassau variety, of twenty-six pounds.

The next day was windy outside, so the guide suggested I go on a harpooning trip for the giant whip ray. I jumped into the native's sail boat and made for the big flats. First we saw a red nurse shark, which I fortunately hit in the side. His skin was tough, and I pulled him in easily. Then at a distance we sighted a big black blotch in the waters, and approached it with great care. "It's a ray, and a big one," said the guide, "Shoot." The ray had made off like a flying island. I had no idea of hitting him, but luck was with me. I shot the harpoon high, it descended and hit the big ray right between the eyes, and the dart held. He towed us around for a time, gradually gave up, and we hauled him into the boat, taking care to keep clear of his long whip and big stinger.

On other days we speared crawfish, southern lobsters, and caught turbot, dolphin, margate fish, mut-



The man-eating shark of Boca Chica was too heavy to get aboard the boat

ton fish, and lastly, as a fitting climax to the trip, a 70-lb. Marlin swordfish.

We learned from some old salts of a big man-eating shark at Boca Chica, so grubbed up and started for that out-of-the-way key. Caught a 10-lb. kingfish, a 12-lb. grouper, and three barracuda of 17, 14 and 9 lbs. respectively, on rod and reel, along the edge of the gulf stream.

Made Boca Chica all right and anchored. It is a wedge-shaped channel, pointing inshore from the ocean toward an uninhabited key. "It surely does look sharky," said I to the captain. A hot tropical sun was setting, and conditions were perfect for a good sharp set.

First I cut up the barracuda in small pieces and scattered them about. The tide was ebb and took them out to sea. The cook prepared the kingfish for the evening meal, and it was delicious. The tide turned flood and I continued to cut up the barracuda to make the waters fishy.

Sharks get the scent and tack back and forth to find the sources of fish supply, much as a bird dog works up on a flock of quail. Then I tied a 300-ft. rope to the aft king pin of the yacht, and ran it out astern to a five-gallon empty oil can, then down to a chain and hook, upon which I put a liberal cut of barracuda for bait.

At 4 A. M. the empty five-gallon oil can was banging the side of Edreina, then came a resounding slap on the port side of the yacht, right where I slept. I was out of bed in an instant, with rifle in hand. It was so dark I could not see the rifle sights as I looked along the barrel, but I gave Mr. Maneater my compliments and he answered by rushing at the yacht and hitting the side with his teeth. Yes, he left his trade mark.

(Continued on page 80)

CARIBBEAN BLUE

Tracing an Old American Trade Route on Rivers of British Honduras and Guatemala Probably Used by Mayan Indians Centuries Ago

By GREGORY MASON

PART III

Photographs by the Author

AT half past seven on the morning of Sunday, May 27, 1928, a fourteen-foot flat-bottomed skiff which bore the name Estela to starboard and the name Stella to port left the harbor of Livingston, on the Caribbean coast of Guatemala. On board were a wrinkled negro whose real name I have never learned but who bore the appropriate nickname of Juan Diablo (John Devil), and the writer of this narrative.

Our cargo was five five-gallon cans of fuel, the meagre personal outfit of John Devil and myself, and the masts and sail of Stella, or Estela, which we were destined never to use. Our destination was the head of the Sarstoon River, a little known stream which forms the border between Guatemala and British Honduras. Our motive power was derived from a 2½ h.p. Johnson outboard motor.

Two years earlier the Mason-Spinden Expedition had brought to British Honduras the first two Johnsons ever seen in that country. They made so favorable an impression that Harley and Company, of Belize, promptly acquired the Johnson agency for the colony. And this company had now generously lent me one of the motors for my trip up the Sarstoon.

My first object in ethnologically exploring the Sarstoon was the Indian tribes which live on or near the river. They have been comparatively little visited by white men, and I was in hopes of buying from them interesting articles of native manufacture for the Museum of the American Indian, Heye Foundation, New York. In the second place I had a theory that the Sarstoon might have been used by the ancient Mayas as a short cut for a trade route for goods passing between South America and Mexico.

It is known that the ancient Mayas of Guatemala and Yucatan got their turquoise from what is now our State of New Mexico. Doctor Herbert J. Spinden of Harvard, my *companionero* in exploration in 1926, has proved that the pearls and emeralds of the Mayas came from what is now Colombia in South America. There is a trade range which compares favorably with the

trade ranges of the ancient Phoenicians and the Sumerians! The great canoe with thirty paddlers which Columbus saw off the Bay islands of Honduras on his fourth and last voyage in 1502 was one of the large fleet which served the traders of the Mayas. Columbus does not say whether that canoe was equipped with sails or not. But we know that some of the people of South America more primitive in other ways than the Mayas of Central America used sails before the wind. It seems only a fair assumption that a people as intelligent as the Mayas should have discovered at least the principle of sailing before the wind.

As just said I was approaching the Sarstoon river with the theory that either this river or some of the streams near it in British Honduras or Guatemala had been used by the great Mayan trading canoes to carry goods to a point from which it would not have been a difficult trek over to the headwaters of the Rio Pasion, which flows into the Usamacinta river, which in turn flows into the Gulf of Mexico. Such a short overland march would have cut off about seven hundred miles of sea trip around the Peninsula of Yucatan. Possibly one of the three rivers next north of the Sarstoon into British Honduras might permit of connection with the Rio Pasion with hardly any more carry; likewise the Pasion might be reached by taking advantage of the Guatemalan water route consisting of the Rio Dulce, the Golfete, and Lake Isabal. This last route was used to reach the capital of Guatemala until the building of the railroad into the interior from Puerto Barrios.

Blue and green was the morning when John Devil and I set out in the little Stella. Blue was the gulf of Honduras to eastward, blue were the mountains to the westward. Green was the shore which we were to follow north to the mouth of the Sarstoon. We had to give the palmfringed land a wide berth at first to avoid the shoals which make out from the northeast end of the town. Half a mile north of Livingston we swung the Stella in to within two hundred yards of the shore, and kept her there for some time. Here and there we could see



John Devil's costume had been made of flour sacks from Minnesota



the hut of a fisherman under the palms, with fat little negro children playing on the beach before it. I say negros; the natives of Livingston are mostly black Caribs, a people of mixed Indian-African blood who look very African. (The original Caribs were American Indians). The Caribs make excellent boatmen and fishermen—a fact I appreciated more and more as I watched how quickly Juan Diable picked up an understanding of the little John-son.

At two bells in the morning we were off twin humps of land called the Cocalas. Our *motoreito* stopped with a faint whir and we realized that she wanted more gasoline. John Devil poured it in, and shuddered when some of the fuel spilled on the heated little engine with an angry hiss. The temperature was now about one hundred and twenty in the sun, and there was no breeze except what we could make for ourselves. From Cocalas the land runs sharply west by north into a deep bight, the mouth of the Sarstoon being at the other side of the bay, opposite Cocalas and perhaps three miles away.

The village of Livingston, a small settlement on the Caribbean coast of Guatemala, from which the author sets out for Sarstoon

As we approached the mouth of the river I turned the steering handle over to John Devil. The bar at the mouth has some four feet of water over it at low tide. The shores are low and swampy for several miles up the river. John kept the boat well offshore until we were slightly nearer the northern bank than the southern bank of the entrance. To the southwest hung the great shape of Sarstoon Hill. Far to the northeast we could see the dim greyish blue line of the cape beyond which is the British town of Punta Gorda.

There is a large low mangrove islet in the middle of the river perhaps half a mile from the entrance. To the left of this, that is, off the southern bank of the river, and about a mile from us we could see a cluster of huts, the village of Sarstoon. That was our immediate destination. John pushed the throttle over to about half speed and headed for the huts. Through about a fathom of slightly brownish water we could barely see a soft bottom. The curious thing about this locality is that the tide at the mouth of the Sarstoon River is low every day at

Stella, laden with our dunnage and goods bought from Indians. Note harp and native press for cassava juice





*Village of Sarstoon
on the banks of the
river of the same name*



*Expeditions cook and
foreman with an
iguana caught for the
explorers' dinner*

noon. Rather sketchy soundings which I made later with an oar indicated that John Devil's estimate of four feet at low water is about right, and that United States Navy hydrographic office chart Number 1496 is in error in attributing a full fathom of water to the Sarstoon bar. Inside the bar the channel lies nearer to the south bank of the river than to the large island in the middle of the stream. Engaged in gazing at the huts in the distance, I ignored three or four vigorous waves of John's left hand to indicate that we should bear to port, and nearly got into difficulties on the mud flat running eastward from the island.

It had been ten-five o'clock when we crossed the bar. At ten-twenty-five we were a stone's throw off the beach before Sarstoon village when the gas in our little motor ran out. Stella coasted ten or fifteen feet and then began to collide with snags and other excrescences on the bottom. We should have had to pole her in carefully from here anyway; so it was a rather nice coincidence that the gas gave out just when it did.

Two weather-beaten, middle-aged Carib males and two young females with bare skinny shanks came out of a large sort of community hut to meet us. Although twenty feet of water still lay between us and the shore, John Devil engaged in an animated conversation with the younger and prettier of the two girls, whose hard breasts jutted through her dirty calico dress. Turning to me with a wide grin on his Mephistophelian countenance John informed me that the lady said she would like to go to New York with me.

"All right," I said, "but we've got to get ashore first."

In order to do this dry shod, we ran the nose of our boat up under the stern of a long dugout, and

used the canoe as a dock. Watching us from in front of a little hut one hundred feet away on a slight knoll were three or four soldiers of Guatemala. I climbed the slope to the hut and presented my *zarpe* (a paper signed by the *comandante* at Livingston giving me permission to enter the port of Sarstoon). It was scanned with approval by the very dapper, agreeable lieutenant in charge of the garrison. This done, I enquired as to the whereabouts of one Dolores

Gutierrez, a woman who persons in Livingston had told me was the possessor of an interesting old Maya incense burner found in a cave, a piece of ancient handiwork which I was anxious to buy for the Museum of the American Indian in New York. My Livingston informant had told me that *Senorita* Gutierrez was up in the bush somewhere back of Sarstoon. She was reputed to be cooking for an Englishman somewhere near the head of the river in a mahogany camp. I determined to find them if possible.

We did not bother to cook any of the provisions we had brought, but made a lunch on a few sandwiches which had been put up for me by the amiable proprietor of the hotel in Livingston, who was the ex-wife of the aforementioned Englishman. Before shoving off I got out my steel tape and measured Stella. She proved to be fourteen feet three inches over all, with a beam of four feet five inches. With the long skeg aft she drew eight and a half inches.

It is a peculiarity of this coast that the land breeze dies out about noon and gives way almost immediately to the sea breeze, which blows all afternoon. While our friends waved to us from the bank as we put Stella back on her course up river, we could see to seaward green water bursting into white on the bar, where there had been placidity a short time before.



*John Devil holding up
a relic found among
ruins of Ollitas*



*Senor Milian who
owns land on which
are ruins of Ollitas*

About a quarter of a mile from the group of houses comprising the village we passed the western end of the large island already mentioned. The river was now perhaps three hundred yards wide. Not to avoid the current, which here was hardly perceptible, but in the vain hope of getting a little shade from over-hanging trees, we hugged the south bank. Indicating a point two or three miles above here the chart says, "Stream one knot in the rainy season." This and other observations on the chart are the result of British surveys made between 1835 and 1841, and cannot be very much relied upon today. However, during the rainy season there is no doubt that the upper part of the Sarstoon exhibits a very strong current, a fact which is taken advantage of by mahogany men to get their product out.

I stripped to the waist, and turning Stella over to John Devil, stretched out on a tarpaulin over the spare fuel cases to acquire a little sleep and a tan. Or rather to deepen the tan which I had already acquired on the coast of Yucatan. It was fortunate I had already gained such a protection, or the sun of this day, one of the hottest I have ever encountered, might have blistered me in half an hour. I did not actually sleep but lazed happily as a lizard. A little kingfisher flew ahead of us, stopped until we came up to him, and then flew on another piece. He kept this up until we had driven him some three miles from his natural hunting ground, showing no more intelligence than a hen which dashes along the road ahead of your automobile instead of striking off to the side and circling around behind you. We overtook an Indian dugout going up-stream, overtook it in spite of the frantic efforts of six paddles flashing in the sun. It was conspicuous, however, that they did not flash in unison.

Apparently they never do. I recalled how—by teaching my men to keep time—I had beaten every canoe on the Belize river around Cayo.

The canoe dropped out of sight around a bend and we were alone again. I was supremely happy. I reflected that perhaps my happiness sprang from the fact that in this sort of a life I was using all my faculties, mental as well as physical. This was the life for me! Too bad I could not make a living at it! And yet

if some mahogany company offered me a job running Stella up and down this river indefinitely I probably should not accept it. So perverse is man.

I had just noticed that my watch indicated one-twenty-five, and had decided to sit up and put on my shirt, as my back was beginning to feel uncomfortably hot, when John Devil ran Stella into a little estuary which here emptied into the main river.

"Coroso creek," he explained.

The first Indian village which we wanted to visit lay a little way up this rivulet. At its mouth Coroso creek was perhaps thirty feet wide. Before we had gone much distance it began to narrow and to shoal rapidly. I took the steering lever. John Devil went to the bow with a pole to send Stella off snags if I should not quickly enough observe his directions as to how to avoid them. There were plenty of them both below and above. Branches of trees interlaced across the creek at such a scant height above the water that John had to get down into a very low crouch and even I, sitting in the stern, had to duck from time to time. It was just like a water mule trail. In traveling by mule through the bush one has frequently to duck in order to save one's head from contact with overhanging limbs of trees. Bush trails are made for short men, and now on

(Continued on page 86)

*Accepted practice
aboard the cruiser
—club burgee for-
ward, yacht ensign
aft and the owner's
private signal at
the masthead amid-
ships*



*Photographs
by
M. Rosenfeld*

WHAT THE NOVICE SHOULD KNOW

Concluding Article on Flag Etiquette for the Motor Boat—

Useful Information on Other Subjects

By W. H. KOELBEL

PART IX

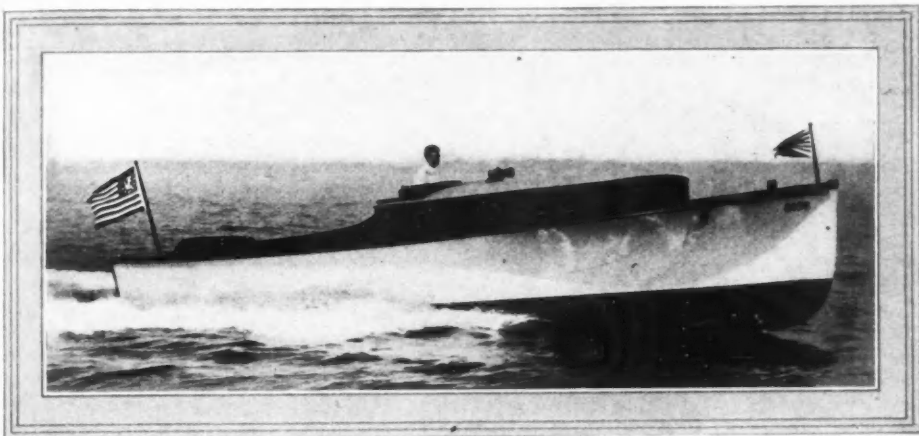
IN looking back over the various subjects which we have touched upon in these monthly discussions on the use, handling, and maintenance of small boats, it seems that practically all of the more important fundamentals have been covered, if only in a more or less hasty manner. At any rate, it has probably been sufficient to give the reader a preliminary acquaintance with some of the problems which confront him, and, with these facts in mind, he can go out and experiment for himself. No doubt his first season's boating has already revealed to him a great many interesting points which he might never have found in any book, and every year is certain to add to this store of experience.

It is a safe prediction to make that once a person has spent a season in knocking about with a boat, the sport is going to become a fascinating game and the habit will grow upon him. The first few years his twenty-five-footer is just the thing, but about the time he gets it rigged to suit him, he realizes its shortcomings and decides that it is rather small after all and that an extra nine or ten feet would give him a great many more comforts and conveniences. So a thirty-four or five-footer is the next step and for the time, at least, his dream of an ideal boat is realized.

He makes longer cruises and feels that here, at last, is a boat that he will keep for a good many years. By this time he has become quite a mariner, and with proficiency in handling his boat comes a desire to reach out a little further and do things which only the accommodations of a forty-five-footer will permit. And so it goes. Always there is that vision before him of a bigger and better craft—the ideal boat—and if his ability to satisfy his desires keeps pace with his ideas, he finishes up eventually with a fine yacht. Such is the evolution of a yachtsman.

As we mentioned before, the subject seems to have been fairly well covered, with the exception of a few miscellaneous points which have no particular connection with the subjects discussed in previous articles. So we have reserved this last part to round out the series by tying up some of the loose ends.

First there is the matter of flag etiquette. We have all seen boats of many descriptions running jauntily about, with all sorts of flags, pennants and streamers flying from masts, staffs and halyards wherever it might be convenient to attach them, without much regard to whether or not they properly belong there. Probably the most common flag which we find aboard small boats in the yacht ensign, which is identical with the



Small boats with only two staffs have the option of flying the private signal forward under way in place of the club burgee. At anchor, the club flag must replace the private signal

American ensign, except that the blue field contains a fouled anchor in white within a circle of thirteen stars. As a matter of fact, there is no particular reason why this flag should be correct, other than that it has been recognized through general usage. To be strictly proper the American flag itself is the flag which should be flown, following the same practice as Government vessels, where the display of the yacht ensign is a bad breach of flag etiquette. The ensign is flown both under way and at anchor.

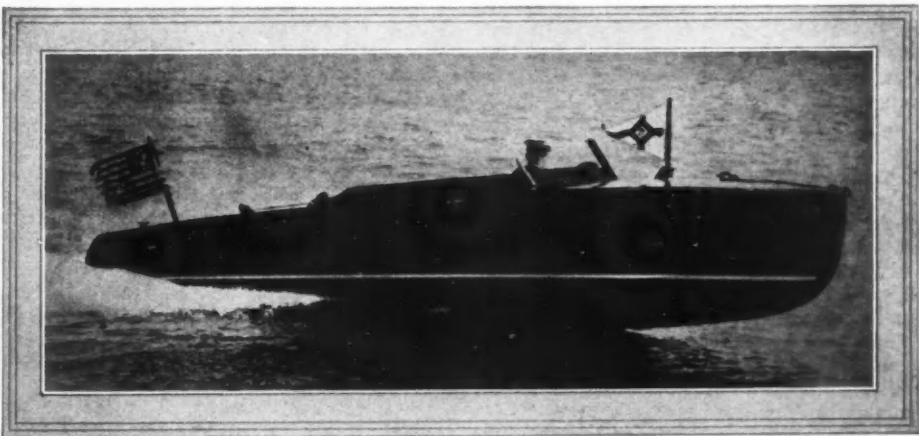
Most boats also carry a staff forward. From this the club burgee is displayed, a triangular flag that denotes the club of which the owner is a member. Needless to say, such a flag is to be displayed only when the owner is actually a member of that club, and not merely because he happens to find it among other items of equipment which a previous owner may have left aboard. The club flag is properly flown both at anchor and under way, except that on Sundays and holidays the American jack takes its place when the boat is at anchor. The jack, of course, is the rectangular blue flag with forty-eight white stars. In this connection it should be noted that the jack is never flown under way, either by pleasure craft or Government vessels although naval vessels also fly it at anchor on week days as well as Sundays and holidays.

Many owners have their own private signal which identifies them as the owner of the boat. This is

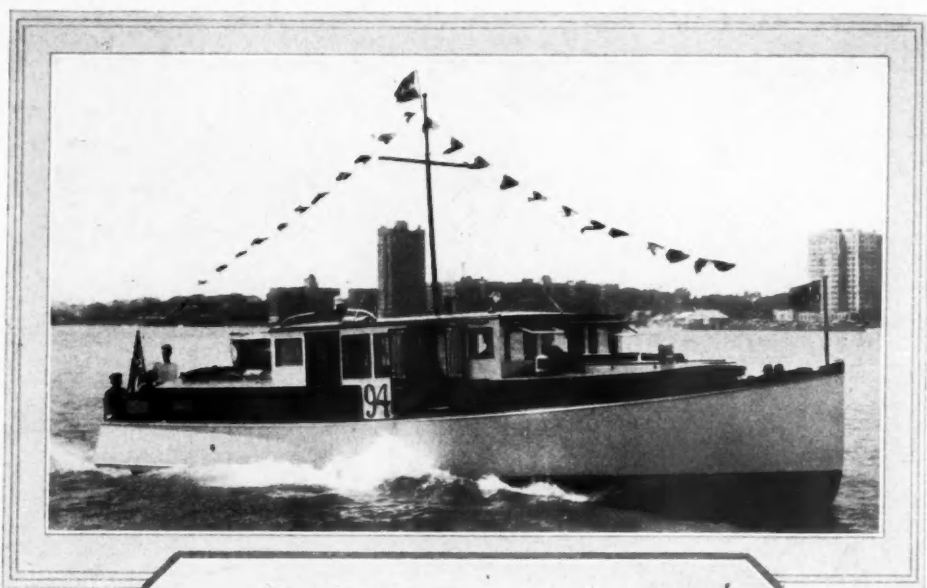
ordinarily a swallow-tail shape, although it is sometimes rectangular, and is carried on a staff amidships in the case of small boats, either on a short staff or at the head of the signal mast. It is properly displayed both at anchor and under way. However, in the case of small boats with only bow and stern staffs, the private signal may be carried at the bow when the boat is under way in place of the usual club flag, but immediately on coming to anchor, the club flag should be substituted for the private signal.

Officer's flags of club officials take precedence over their private signals, and are to be flown day and night while the boat is in commission, whereas other colors are displayed only between 8 A.M. and sundown. The time of setting them and hauling them down, when the boat of a senior officer is present, is taken from that boat. The ensign should always be the first to be set and the last to be hauled down.

The officer's flag is flown from the staff or masthead amidships, taking the place of the owner's private signal, so that on a small boat with three staffs, the club burgee flies at the bowstaff, the officer's flag amidships, and the ensign aft. In those cases where an owner is a member of several clubs and an officer of one, he must fly the burgee of that club of which he is an officer, whenever the officer's flag is displayed. If he elects to fly the flag of a club in which he is a member but not an officer, then his owner's private signal must



Correct practice for the runabout. The club burgee is displayed from the bowstaff and the ensign aft, both at anchor and under way



Flags of the International Code are used to dress ship on occasions of celebration, such as holidays, regattas, etc.

take the place of his officer's flag. Likewise, he is not permitted to fly at one time the flags of more than one of his clubs. If the boat is equipped with only a bow and stern staff, the officer's flag may properly be substituted for the club burgee forward, and the ensign carried aft as usual.

On motor boats carrying two masts for auxiliary sail equipment, when under way, the club burgee may be flown at the foremast head and the owner's private signal at the main, with the ensign aft. If it should have two staffs as well as the two masts, then the burgee flies from the staff forward and the ensign aft, no flag being flown from the masthead when under way. The fact that a motor boat may be using its sails for auxiliary power does not affect the method of flying her flags, the burgee being shown forward, the private signal amidships and the ensign aft.

There are a number of other flags not classified as colors. A rectangular blue flag is used to designate the fact that the owner is not aboard. This is displayed only when the boat is at anchor and is flown from the main starboard spreader. The guest flag is similar to the absent flag except that it is crossed with a diagonal white stripe. This indicates that the owner is not aboard but that guests or members of his family are, and it is flown both at anchor and under way. The owner's meal flag is white and rectangular in shape, and naturally, when this is flying, it is considered bad form to go aboard. The church pennant is white and triangular with a blue cross. This is the only flag hoisted above the ensign, and then only when services are being held, while the yacht is at anchor.



(C) J. N. Pearce

This craft commits a double error by flying the jack underway, on the same staff with the club burgee

We occasionally see flags and pennants flying with the name of the yacht or its owner spelled out on it. This is never regarded as good practice, the only occasion

when worded flags are permissible being on the official boats used in connection with a regatta. These may carry the words, patrol, police, judges, etc. Boats competing in a race should fly no flags, with the possible exception of one bearing the racing number.

On the occasion of regattas on holidays and so on, the flags of the International Code of Signals may be used to dress ship. Burgees, pennants, and rectangular flags should be arranged alternately, with the flags strung from the waterline forward to the bowsprit, then up to the foremast head, across to the head of the mainmast, aft to the end of the main boom and down to the waterline. For additional decorations strings of flags may be run down on either side from the mastheads to the decks. So much for the use of flags aboard ship.

It might be well at this point to clear up some confusion which seems to exist more or less generally in the terms used in designating the speed of a boat. For example, there is a popular misconception that the word knot is synonymous with nautical mile and that knots per hour is the correct way to speak of the speed of a boat. This, however, is not the case. In the first place it should be understood that the mile—either statute, as used on land, or nautical, as used at sea—is a measure of distance; while the knot is definitely a measure of speed. The land, or statute mile, is equivalent to a distance of 5,280 feet; the nautical mile, on the other hand,

(Continued on page 100)



C. H. Longley

A view of Cincinnati Harbor, the public landing and sky line with the Steamer Cincinnati in center

THE OHIO RIVER CELEBRATES

*President Hoover with a Great Fleet Opens a Thousand Miles of
Improved Waterways to the Boatmen of the Middle West*

FIVE thousand dollars worth of steam was used in whistling farewells to the steamer Cincinnati when she sailed at 9 o'clock Saturday morning, October 19, from Pittsburgh, to make the Dedication Cruise through canalized Ohio River to Cairo, Illinois. At least, that was the cost estimated by news writers for the Smoky City dailies in attempting to describe the roaring, shrieking demonstration. It was the beginning of a series of celebrations to which advocates of an improved Ohio River had looked forward for more than twenty years. The big side-wheeler Cincinnati had been selected as flagship of a fleet which was to make this initial voyage down the canalized river. Behind her came the Queen City, a steamer under charter by officials of Pittsburgh and Allegheny county. Beside the Queen traveled the Greater Pittsburgh, with bands and guests. River officers and their friends filled the steamer Swan. There were also husky towboats,

with here and there a pleasure cruiser and two or three fast runabouts. These latter slashed through the sluggish water of the Monongahela River, beside the lumbering steamboats, in a familiar sort of way.

A light fog hung over the Y-shaped harbor. The Monongahela and Allegheny rivers forms the upper portion of the Y, the Ohio itself the stem of the letter. Only a few minutes of steaming, under a bridge or two, outlined in the mist, and the flagship Cincinnati entered the Ohio River and the 1,000-mile journey was commenced. Sirens of a score of steamboats; hoarse-throated whistles on innumerable manufacturing plants, oil refineries and foundries, combined with roaring responses from the whistles aboard the departing fleet made a bedlam. Although they did not realize it at that time, the thousand odd passengers on the fleet of steamers were to listen to similar ovations, day and night, at short intervals throughout the entire cruise.



An aerial view of Dam No. 33, Ohio River, 3.5 miles above Maysville, Ky., and 405.1 miles below Pittsburgh, Pa.

A warm October sun had dispelled the fog rifts before the slowly moving fleet had reached Emsworth, six miles below Pittsburgh. With two of her escorting steamers, the flagship was crowded into one of the 600-foot lock chambers. Together, they were lowered eleven feet to the level of the second slack water pool in the recently completed lock and dam system which has converted the Ohio into a navigable stream, the year around, with an assured minimum depth of nine feet. The first of the huge crowds which were to greet the Dedication Fleet until it reached the Mississippi river had assembled at Emsworth. Surrounded by the rugged foothills of the Alleghany mountains, clad in brilliant autumnal colorings, this initial lock and dam are most picturesquely located. So charming are its surroundings that the designer of the Canalization Two Cent stamp, now in general circulation, took the settings around Emsworth as the basis for the design on that stamp.

Sightseeing passengers aboard the Dedication Fleet began to study the project of canalization seriously. Cross section maps of the project showed it to be a giant stairway with Pittsburgh at its head. Fifty steps are included in this stairway, each with a downward step of nine to eleven feet. With the natural slope of

the river, this series takes the Ohio river down 426 feet before it reaches the level of the Mississippi just below Cairo. All the locks are of uniform size. Each affords an ideal stopping place for any type of craft. Attractive offices and quarters for attendants have been provided at each by the federal government. There are no charges for lockages and the attendants are courteous and quick to offer assistance of any kind.

Through ideal October sunshine the Dedication fleet passed lock after lock; responded to roaring whistles and cheering crowds with siren blasts; music from broadcasters and a tireless line of welcoming and farewell speeches through announcers. As the sun went down, a full October moon rose over the Alleghany foothills alongside and the real cruising beauties of the upper Ohio river were enjoyed under the best possible conditions. Few stretches of the Hudson river can be compared with this first hundred odd miles of the Ohio river. As a pleasure cruising stream it has few, if any, equals in this country. Relatively few motor boats dashed out to accompany the fleet of steamers however, although steamers, towboats and sand diggers were in sight continuously, sometimes six or seven at one time. Not until Par-



Location at Emsworth, Pa., which served for the designs of the Canalization Postage Stamp

kersburg, W. Va., was reached, the next morning, did pleasure craft begin to attract attention. There a fleet of ten or twelve runabouts, cruisers and outboard boats, all gaily decorated, cruised forth to accompany the steamer fleet.

Four fast runabouts running abreast, their bows in company front with that of the flagship, drew a host of cameras to the steamer's rails. An airplane or two swooped and zoomed overhead while photographers aboard them were grinding moving picture cameras. Late in the afternoon a group of movie operators with sound attachments, worked on the crowds at Lock No. 18. They had the pilots whistling and ringing bells at moments calculated to be correct for the sound pictures but woefully at variance with government regulations regarding whistles and bells. A clown German band aboard the flagship was pressed into service by this company of movie takers.

Countless thousands saw and cheered the Dedication fleet through Sunday, October 20, and far into the night when the Governor of West Virginia welcomed them at Huntington. These crowds seemed tireless in their enthusiasms. Doubtless the announcements that President Herbert Hoover was making the trip accounted for much of the interest on that particularly fine Sunday; but Hoover or no Hoover, the Dedicationists continued to receive ovations.

Monday, October 21, saw a change in the weather. Clouds gathered and towards evening an occasional flicker of rain fell. Delayed by endless receptions, the flagship's captain began to worry about his engagements with President Hoover at Cincinnati. Leaving the rest of the fleet to shift for themselves the Cincinnati was headed for her home port with all the steam she could carry. A Venetian night parade by the combined boat clubs of Cincinnati, Newport and Dayton had been scheduled for Monday evening, as a curtain raiser for a mighty celebration on Tuesday, at

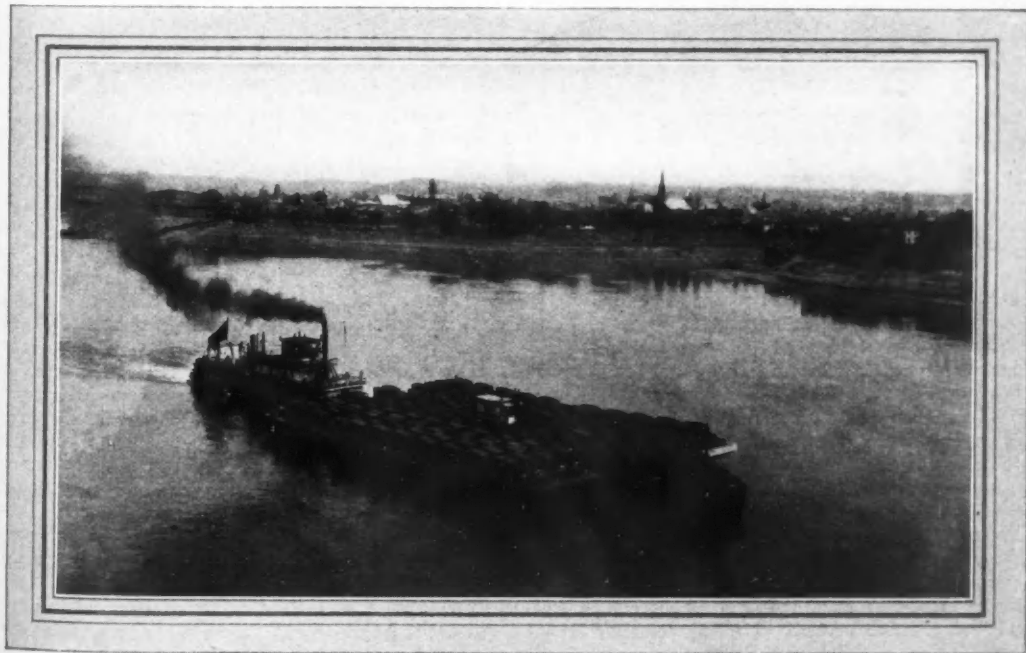


One of a pair of diesel engine ferry boats at Paducah, Ky., built of creosoted timbers in three days

which Mr. Hoover was to be guest of honor. In a drizzle of rain, the flagship made up the lost time and steamed into port on schedule. Rain had cut the crowds down but not the roar of sirens and whistles. A few miles above the city a fleet of handsome cruisers, twenty or more in number, fell in line in front of the flagship and escorted the quartette of steamers to the city landings. Evidences that Cincinnati was river-minded and that she possessed a wealth of interest in pleasure boats was apparent, not only in the escorting fleet of cruisers, with racing runabouts included, but in the pleasure boats, anchorages, and landings which the steamers passed.

Buoys for a two and one-half mile water track, seats arranged on barges, flags and bunting flying in the rain, showed where the

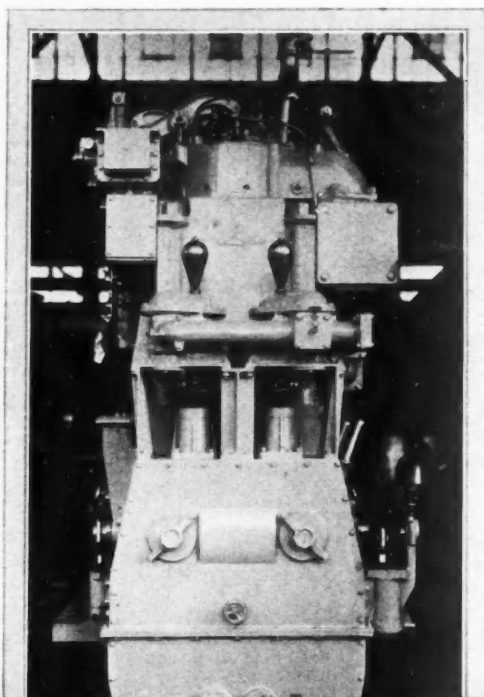
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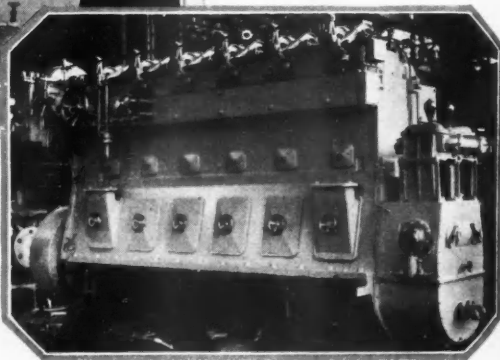
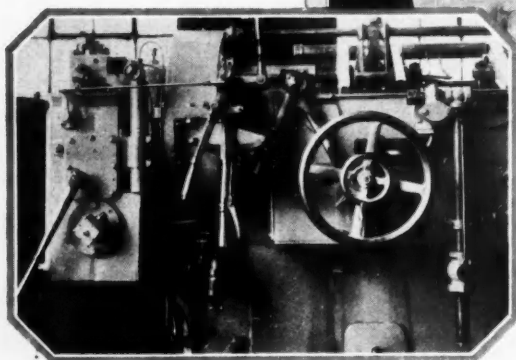
Shipment of 225 automobiles to southern markets. Tow is leaving Cincinnati. Newport and Covington in the distance

Forward end of the new six cylinder Winton diesel engine

A close up of the control and direct reverse mechanism of the 500 h.p. Winton diesel engine



The entire engine showing the inlet side. It has a bore of 14½ inches and a stroke of 21 inches turning at 240 revolutions



A NEW 500 H.P. DIESEL

Six Cylinder Unit of Advanced Design Is Added to the Line of Winton Diesel Engines

FOLLOWING closely the recent introduction by the Winton Engine Company, Cleveland, Ohio of a new eight-cylinder 1100 h.p. airless injection Marine Winton-Diesel, comes the announcement of another noteworthy Diesel engine by the same company. This latest engine, a six-cylinder 500 h.p. airless injection direct-reversible marine Diesel, is similar to the eight in design, embodying advances and refinements that comprise a real achievement, of interest to all users of Diesel engines.

"This new six-cylinder Diesel has been added to the line," says a statement from the builders, "in order to make available in a 500 h.p. engine the same general excellence in performance provided by the eight-cylinder 1100 h.p. model, which was characterized upon its introduction as 'the smoothest-performing Diesel developed up to the present.' The desired result has

been secured in this new engine, the smoothest, quietest, finest-running six-cylinder Diesel that we have ever built."

The new unit, Model 164, has 14½-inch bore, 21-inch stroke, and was designed to develop 500 h.p. at 240 r.p.m. In official shop test, however, the engine developed considerably more power than its rating calls for, and showed a very high mechanical efficiency, greatly reduced fuel consumption, and exceptionally smooth performance. The low fuel consumption is due to the excellence in design of the fuel injection system; average maximum cylinder pressure and exhaust gas temperature are correspondingly low.

The engine, following Winton practice, is of the four-cycle, single-acting, trunk-piston type. The overall length of the unit is 20 feet, 11 3/16 inches; height from center line of crank-

(Continued on page 108)



M. Rosenfeld

*One of the popular 30-foot Sea-Lyon Runabouts equipped with a Sterling Petrel engine.
This type will carry eleven persons*

WHERE QUALITY MAKES THE BOAT

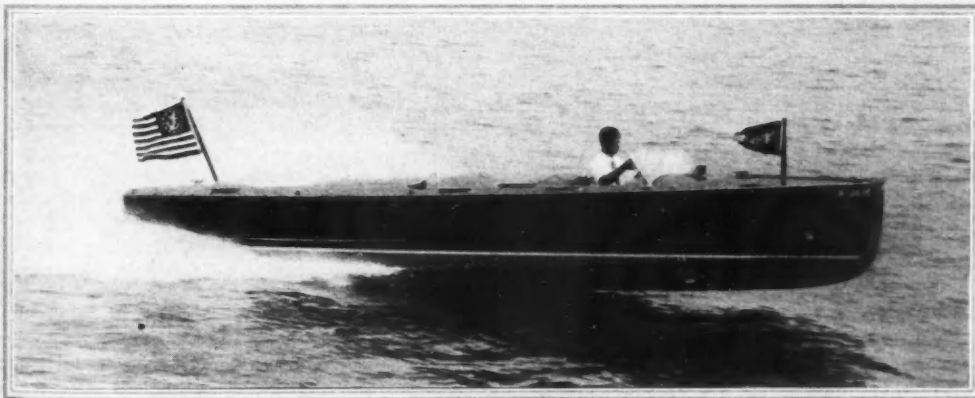
*Great Stress Is Laid on Fine Workmanship in the Production of
Numerous Sizes and Styles of Sea-Lyon Runabouts*

SOME years ago a nervous breakdown made it necessary for Howard W. Lyon to retire from active business. A long distance 'phone call to Detroit brought a prompt response in the way of a fast runabout which Mr. Lyon undertook to operate. His knowledge of boating at that time was negligible and the various adventures and experiences with his first boat taught him many things about boats which can only be acquired through experience.

Friends were invited to help enjoy the new craft with the result that they persuaded him to sell his boat to them. This happened several times and finally resulted in establishing a boat sales business which has

grown until today it is one of the largest in the industry.

The plant of Howard W. Lyon, Inc., at City Island, New York, today builds all of its own boats and does practically all of the incidental work necessary to the completion of fine runabouts of custom built quality. While the plant has a capacity of a boat a day, the skill of the men insures a quality of workmanship which compares favorably with built to order craft. Sea-Lyons are now built in sizes from twenty-four up to a large commuter of high speed. The service department of the Lyon shops takes over the entire care of the boat for the owner.



*The smallest Sea-Lyon runabout is an attractive little craft powered with a
Chrysler Marine engine*

A. P. B. A. OFFICIALS RE-ELECTED

Annual Association Meeting Changes Racing Rules and Adopts

Other Progressive Measures for Improving the Sport

MANY important problems were solved at the twenty-seventh Annual Meeting of the American Power Boat Association held in New York during October. Preliminary to the meeting of the Association itself several lesser meetings which were attended by those interested in special phases of the sport, studied the problems peculiar to cruiser racing, outboard racing, and finally Gold Cup racing.

At the meeting last year a new form of cruiser handicapping formula was adopted and a trial of this throughout the past season has demonstrated that it is so nearly perfect that it was difficult to find any way of improving on this, so that it was allowed to stand and will be continued in force for another season. The rules used for racing under what is known as the Past Performance Handicap were found lacking in some respects and were modified in some particulars. Most important of these changes was that which eliminated the present form of permanent handicap certificate and which will in the future require the owner of each boat to supply a temporary certificate for each race in which he competes. He will be required to state the speed at which he chooses to run his boat, and this

statement will be used for the purpose of handicapping, so that he alone will be to blame if his boat does not come up to the expected speed and similarly all boats will be subject to the present form of penalty if they exceed the speed which the owners themselves declare. It will further be required that these forms be in the hands of the race committees at least forty-eight hours before the start of the event in order to provide sufficient time to work out the proper time allowances for the several boats. In addition several minor changes in deeds of gift for some trophies were made to cause them to meet the conditions of the more modern boats which are now generally used.

The Contest Board which considered racing for the Gold Cup also suggested some changes, which were adopted, one of which involves the eligibility of persons for this Board. The rule was changed so that it now reads "Owners of boats entered and qualified for the Gold Cup Races during the two preceding races" instead of "years" as it was before. This merely corrects the wording since in the event that no races for the Gold Cup were arranged for several successive years the Gold Cup Contest Board would be automatically wiped out.

An important change was made in reference to the weight of hulls in Gold Cup races which increased the allowable weight to 2,750 pounds for the total weight of a complete boat in racing trim without crew or fuel.

New trophies were presented for competition from numerous directions. One valuable trophy has been offered by the New England Outboard Association, and already raced for this year. Another trophy of a value of \$3,000.00 has been presented by the Red Bank Yacht Club for an unlimited race. That is, there is to be no limitation on the hull but the boats are to be powered with but a single engine. The contest is to be held annually at Red Bank, N. J., and the trophy held by the winner for one year.

Two further trophies were also presented for outboard competition, the most valuable of which will be the Col. E. H. R. Green Trophy which is to have a value of \$5,000.00 with six replicas to the value of \$6,000.00 which will be presented to the winner, one each year for six years. The first race is to be held at New Bedford, Mass., until the boat representing some club has won it two years in succession or a total of three times, then the trophy goes to the

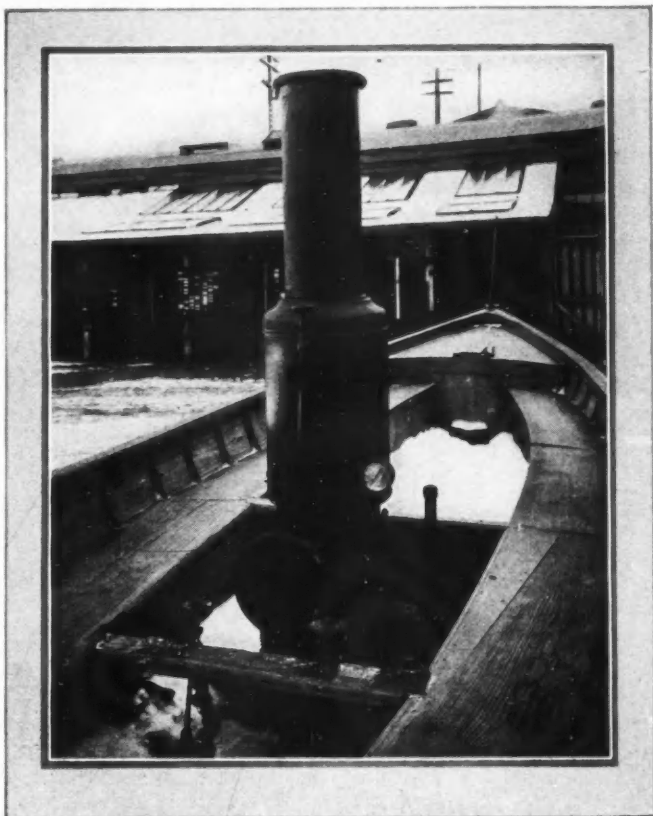
club winning it and continues along this line. The other trophy for outboard racing is the Pulitzer Trophy for an outboard race around Manhattan Island. This trophy was presented by Mr. Pulitzer and raced for this year. This is to be limited to Divisions I and II drivers as provided in the latest Outboard Racing Rules.

The Detroit News Trophy, originally for the 1½ liter class was changed to provide for competition in the new 335 cubic inch class. There are already under construction for this class some twelve boats which have been sponsored by Major Segrave in England and it seems likely that some of these boats will be in the United States in competition during the winter in the regattas at Florida. Assurances have been received of several Canadian boats and some from the United States so that the largest international class of boats will be racing next year. There will be no limit to the number of boats from any one country. The race will consist of three heats of 15 or 20 miles each. The boats themselves are small twenty-footers powered with engines not exceeding 135 h.p. The purpose of the rules being to provide an inexpensive boat with some practical value. The first

(Continued on page 110)



W. D. Edenburn, Chairman Race Committees of Detroit Yacht Club and Yachtsmen's Association of America, re-elected for another term as secretary of the American Power Boat Association



The original power plant in No. 1 still in good condition despite its age, largely because of bronze used

NO. 1—AN INTERESTING RELIC

First Boat Built by Consolidated Shipbuilding Corporation

Used Tobin Bronze Forty-four Years Ago

PRACTICALLY everyone has heard of the old original naphtha launch built back in 1885 which was the predecessor of the motor boat of today. She was built by the Gas & Engine Power Company, which has since become the Consolidated Ship Building Corporation. Investigation by the American Brass Company discloses the fact that her power was transmitted through a propeller shaft purchased from the Ansonia Brass & Copper Company, now the Ansonia Branch of the American Brass Company.

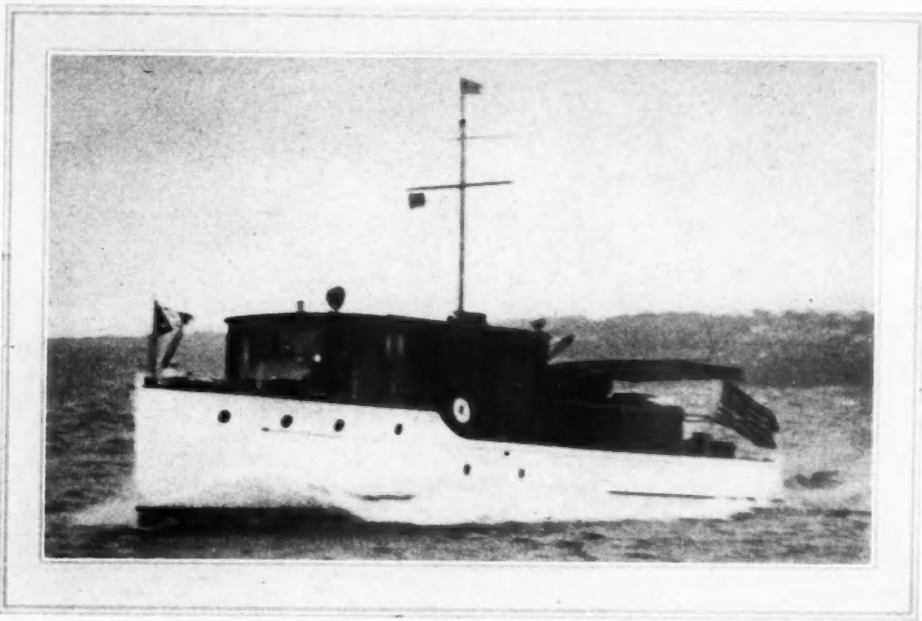
A small piece of

the shafting was cut from the butt end and an analysis made to determine exactly what material was used. The result of this analysis showed that the composition of the material checked closely with the Tobin bronze

alloy of the American Brass Company, and since the Ansonia Company has always made Tobin bronze shafting, it is safe to say that the old launch was equipped with Tobin shaft. While positive confirmation is impossible, still the results of the checked analysis demonstrate beyond a doubt that shafting was of Tobin Bronze.



B. B. Scrimgeour and J. J. Amory with the first boat built by their company forty-four years ago



A 55 Vinyard cruiser with two Sterling engines enroute from the Delaware to Lake Erie

WHEN DREAMS COME TRUE

*A Boyish Vision Realized in a 55-Foot Vinyard Cruiser Which
Makes a Maiden Voyage from Delaware to Its Lake Erie Home*

MANY years ago a small boy stood on the tow-path of a canal in northern Ohio watching the slow progress of a houseboat towed by a small grey mule. In those days such a thing as a privately-owned yacht was unknown, but in the back of his little head was a vow that some day, somehow, he too would own a boat of his own. Grown to manhood, and with success in the business he had chosen, it was his privilege to choose a cruiser for his very own to put on the Great Lakes, but that was no easy task for the models were many, and each had an advantage in some way over another, but finally the choice fell to a Vinyard, and a perfect floating home was made after his own plans, for this man, like the boy, had his own ideas.

On a fine day in early spring a start from Milford, Delaware, was made, the trip to be up the Atlantic coast to New York, then, up the Hud-

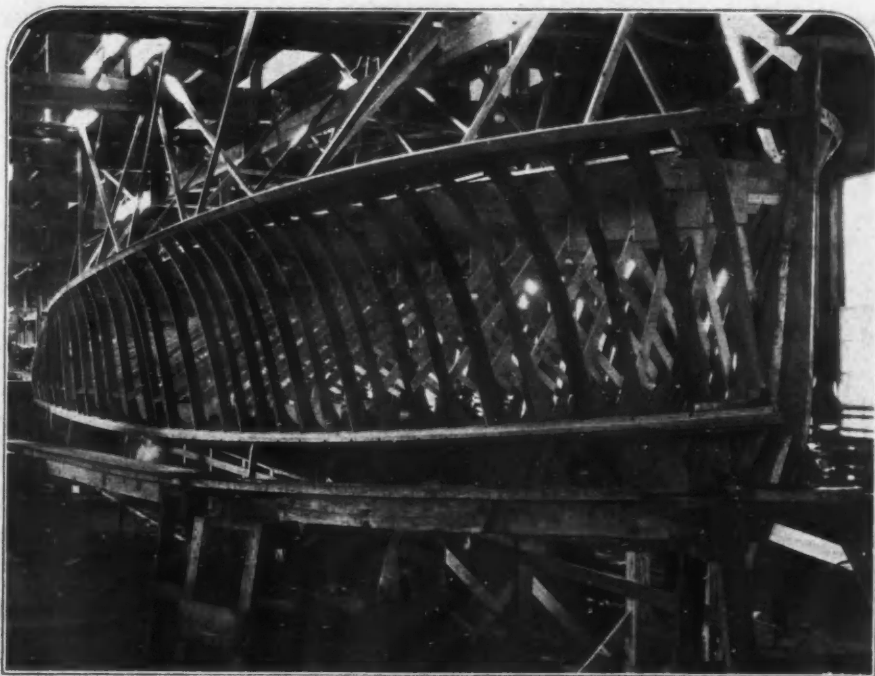
son River to the Erie Canal, through locks, and at last to Buffalo and Lake Erie, where the boat was to be left at a yacht club for the summer. There was quite a sea running but the glistening white boat with gold and green trim cut smoothly through the water with just enough motion to be comfortable, and the first night they put in to Atlantic City. For two days the boat remained, for there was too heavy a sea and no need to subject a boat to such buffeting, but the third

morning the ocean lay like the proverbial mill-pond, and the trip to New York was a joy. How gracefully the trim yacht passed in and out of the traffic in the river, taking the swells of the many tugs, ferry boats and freighters with a thank-you-ma'am manner, until at last we were going up the Hudson with its wonderful scenery on all sides. The second night was spent at Nyack and was unevent-

(Cont'd on page 112)



View of the deckhouse interior from forward. It serves as a day lounge and dining saloon as well



The first of the new Chris-Craft 48-foot cruisers in frame

A FLAGSHIP OF FLAGSHIPS

*Chris Smith's Dream Ship, a 48-Foot Cruiser, Begins to Take Shape
and Will Soon Join the Large Fleets of Popular Chris-Craft*

BUT what I want is a boat big enough to take five or six of my friends out in for a week or two. I like to cruise up and down the coast, and I like to stay out. This putting into harbor every night just doesn't appeal to me at all. Naturally, I want comforts. I want my boat to be as near like home as possible in that respect. But I do want speed, too. I can't poke along at fifteen miles an hour on the water when I go sixty on the land. I want a boat that will at least take me along at thirty miles an hour. And I may be peculiar, but I want my boat to be the best looking boat in the fleet. When I go down to my clubs, I want people to feel moved to ask me all about my craft. I want you to build me a mahogany cruiser finished the way you do your runabouts."

It was a big order that this customer wanted filled, so big in fact that it made Chris Smith stop and think before he went ahead. "We couldn't help thinking that this one man wanted quite a lot in a boat. Five months or more went by, and nothing had been done about this dream ship which a Chris-Craft customer had suggested to old Chris Smith. Then one day, another man came up to their shops in Algonac, Michigan, with a similar idea in his head.

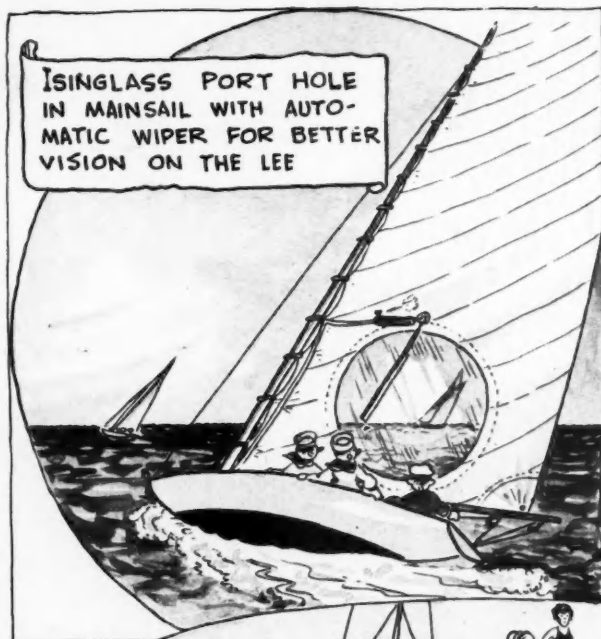
"I've got a 38 foot Chris-Craft commuting cruiser, and it's just a wonderful little boat for any purpose. I use it for commuting to the city every day. But what I want to do is to cruise to Florida and then Cuba and down into the West Indies this Winter, and my 38-footer just won't be big enough. I want a thirty-eight stretched out into forty-eight feet. That would be the ideal boat."

Still Chris Smith and his sons thought such a boat a little far ahead in the future. Things weren't quite ready yet for one, they reasoned. There would be more of a demand for a bigger boat when the thirty-eight foot Chris-Craft had become better known.

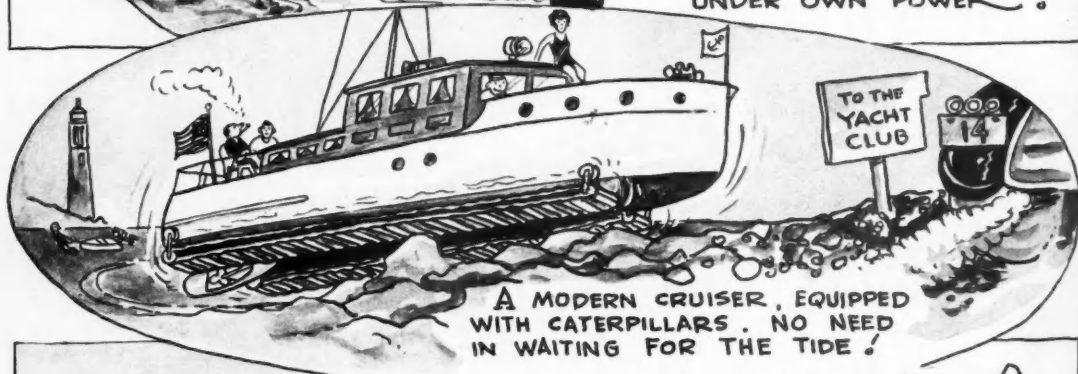
But then there came through the mail a letter from a third Chris-Craft owner. In substance, he said: "Build a forty-eight foot Chris-Craft for next season and you can have my order and deposit now. I will leave layout, plans, dimensions, and all up to you—but I want a bigger, roomier boat to take my family away in next Summer. Wire reply."

A wire went back to this owner, "We are building forty-eight foot cruisers for next year full particulars will follow in about two weeks." And that is how the new Chris-Craft 48-foot cruiser came into being. It followed as the direct

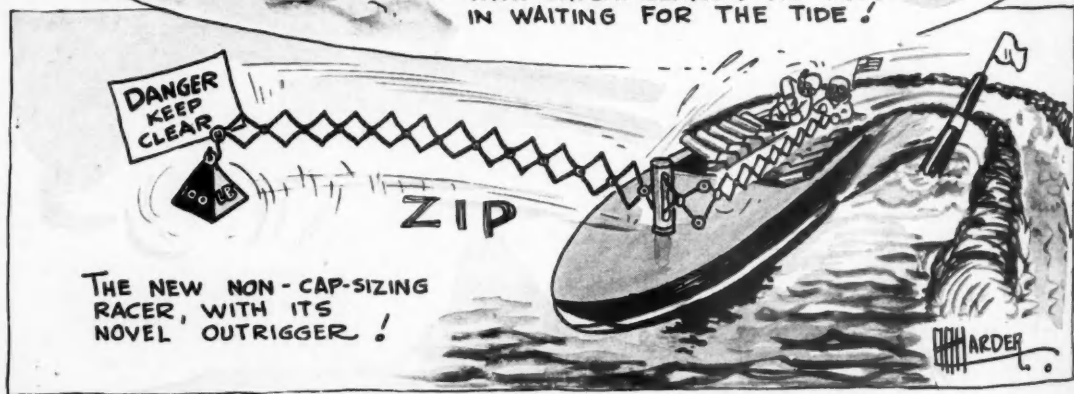
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NO AUTOMOBILE? SOLVED!
EN ROUTE TO THE RACES
UNDER OWN POWER.



A MODERN CRUISER, EQUIPPED
WITH CATERPILLARS. NO NEED
IN WAITING FOR THE TIDE!



THE NEW NON-CAP-SIZING
RACER, WITH ITS
NOVEL OUTRIGGER!

SOMETHING TO THINK ABOUT

In these days of marvelous mechanical progress our cartoonist has pictured some possibilities of the future. Stranger things have come to be accepted in our every day life and who can tell but that some day we will see schemes of this kind actually used.

GOTZ, A NOVEL OUTBOARD

*Further Details and Construction Hints for a New and Original
Type of Outboard Runabout*

Designed Especially for MoToR Boating

By WILLIAM ATKIN

PART II

THE previous number carried a general description of the 20 foot by 6 foot-6 inch beam outboard motored cruiser Gotz. A number of readers have been good enough to write me that they liked Gotz, yes, name and all; the blue painted house top and the stern, and the idea in general. Several other readers have written agreeing about the need for an outboard motor having a slow turning large diameter propeller, and I respectfully wish to point out to the manufacturers (or rather to the sales forces) of these wonderful little engines the possibility of increasing the market for their output. You know it is pretty much a proven thing that a small diameter propeller turning at high speed is not suitable for heavy slow speed craft, excepting in smooth water; and that a slow turning large diameter propeller is. The idea is well worth consideration.

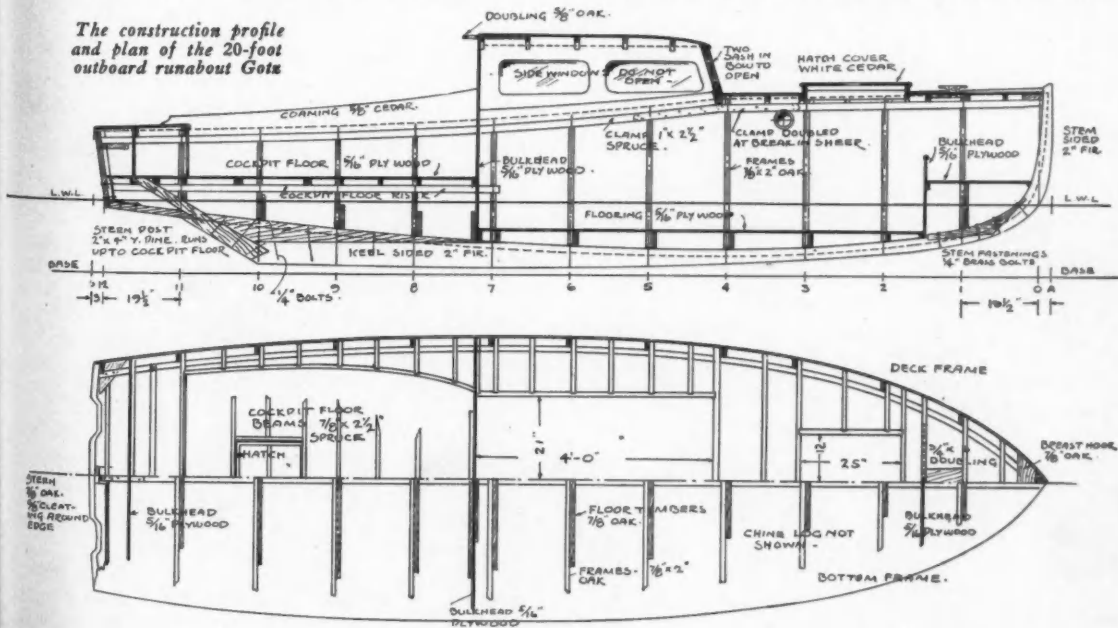
I am going to repeat again the necessity for laying the lines down on the building floor, or some other convenient place, to full size. This process will not take more than three or four hours time and, Shipmate, is worth it. Laying down consists of redrawing the line plans of the boat life size; not only will this iron out mistakes in the table of offsets, which somehow always creep in, but permits the builder to grasp the ideas of the architect, and as well supplies the builder with a lot of information in connection with the form and construction of the boat. Long straight lines are made by stretching a piece of strong cord close to the floor and fastened to nails each end of the plan; this cord is well chalked and when pulled

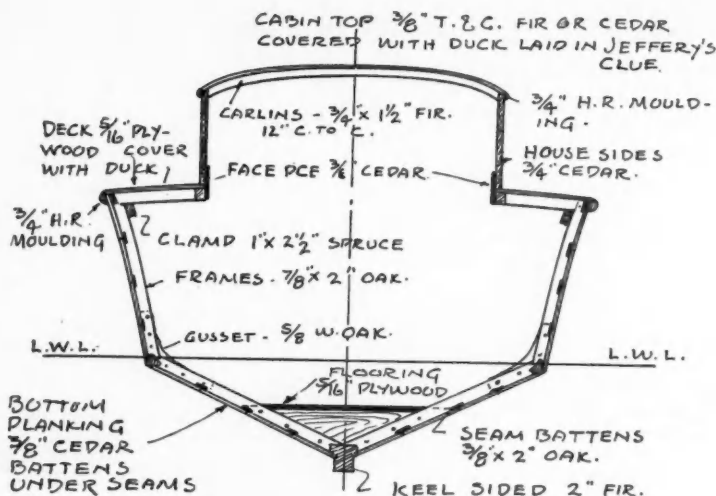
away from the floor and allowed to snap back leaves a perfectly straight chalk line from end to end. Needless to say this must be drawn over in pencil to become permanent. Once the base line and the L. W. L. are snapped in the rest are easy. Also the station lines which are to be perpendicular to the base. Curved lines are drawn with a long pine batten, in section about $\frac{3}{4}$ by $\frac{3}{4}$ inches. Thin wire nails are used to hold the battens to the curves. It is not necessary to have the batten the full length of the craft, however it should be long enough to lap by the middle of the plan by several feet at least.

Often boatbuilders lay the plans of small craft down on building paper. This has several advantages not the least of which is that the shape of the stem or other parts can be easily gotten by pricking through the paper with an awl. Also the paper can be preserved for future use.

I'll tell you where a great many builders go astray in building from plans. They move along in haste to get their boat started and fail to take off the thickness of the planking, and the thickness of the deck from the laying down plan. And then they do not indicate on the forms or the permanent frames the location of the L. W. L., the sheer line, and the vertical center line. These should be clearly and accurately marked. Then the position of the L. W. L. should be marked in unmistakable form on the stem and the stern transom, if the latter falls below the L. W. L. And the keel should be given a deep scratch for its entire length indicating its center line. You see with these

The construction profile and plan of the 20-foot outboard runabout Gotz





SECTION 5
LOOKING AFT

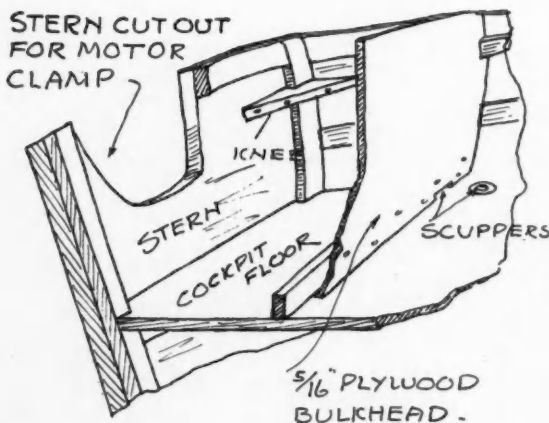
The midship construction section at station 5 looking aft.

established marks you have something authentic from which to measure, and without these marks you are sunk before you start. And a great many boat builders are sunk for this very reason. I have seen plans from the most talented of our naval architects that were dreams. And I have seen boats that were supposed to have been built from these plans that were, well, not so good. And all because some cuss or other would not bother with starting out right, and felt like a great many American workmen feel; and say, "Hell, that's good enough."

Gotz is worth building well. Any boat is.

The keel will be made from fir or yellow pine, fir will be lightest sided 2 inches and moulded as shown in the plans. The bottom is curved slightly for the entire length. It would be a good plan to round off the corners slightly, and of course taper the after end so as to form a nice stream line at the stern post.

The stem will be made from fir and will also be sided 2 inches. A knee joins the stem to the keel and



DECK IS NOT SHOWN -

Figure 1. Detail at the stern showing the well for the outboard engines.

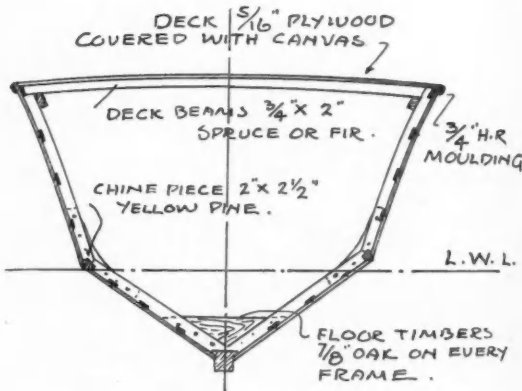
is all fastened together with $\frac{1}{4}$ inch brass stove bolts.

The stern post will be made from fir sided 2 inches and must be fashioned as shown; the upper end extending up into the boat and tying to a cockpit floor beam. This will prevent the keel from wringing sideways under any condition.

The deadwood will be made from fir sided same as the keel and well fastened with $\frac{1}{4}$ inch brass bolts.

The horn timber, the short member that extends from the stern post and supports the stern, will be made from fir sided like the rest of the keel and deadwood.

The stern transom will be made from $\frac{7}{8}$ -inch white oak cleated all around with $\frac{5}{8}$ by 3 inch oak.



SECTION 3
LOOKING AFT.

A similar section further forward at station 3 where the deck runs across the boat.

The cleating must be screw fastened. Either a wood or metal knee must be fitted to hold the stern in place. I rather prefer metal; it can be more securely fastened than wood. There will be two cut outs from the stern transom to take the holding clamps on the motors. The depth and shape of these cut outs will of course depend upon the size and kind of motor chosen for propeling Gotz.

It will be noticed that the cockpit floor is well above the water line and that it extends to the stern transom. It is intended that the cockpit floor be water tight, or practically so. Also the bulkhead nearest the stern is to be water tight. Now with this arrangement if water slops in through the cut outs for the motor clamps it cannot get into the boat. I appreciate that while a boat is under way water is not likely to slop over the lowest point in the stern; the place where the motor is attached. But I always live in fear when I see an outboard motor boat with three or four aboard messing around in rough water while at rest. Why more boats do not founder under these conditions is quite beyond me.

You must be sure to fit stop waters in the rabbet where shown on the plans; these are pine dowels driven into holes that run across the scarphs at the stem,

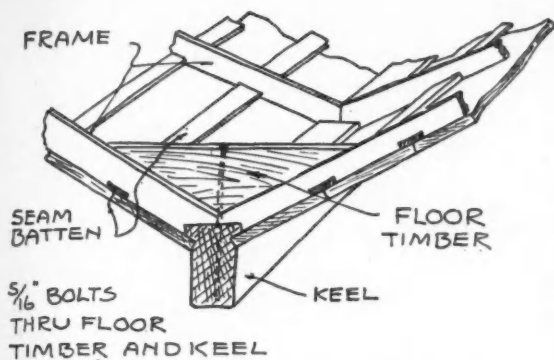


Figure 2. A section through the keel showing floor timbers, battens and fastenings.

stern post and horn timber. Without stop waters leakage will occur as sure as anything.

The frames will be made from $\frac{7}{8}$ by 2 inch white oak and will be set on $19\frac{1}{2}$ inch centers. The frames in this particular craft serve in place of the usual building forms often used in boat building. As indicated on the plans the bottom frames are all straight; but those on the topsides are curved so as to give the boat form. The bottom frames are joined to the side members by $\frac{5}{8}$ in. oak knees, or, I suppose, these really should be called gussets. At the keel the frames are joined by the floor timbers, these being $\frac{7}{8}$ inch oak moulded to the depths shown. The floor timbers are fastened to the frames with brass bolts, about $\frac{1}{4}$ inch diameter; three to each frame. The heads of the frames must be joined with a temporary cross piece until such time as the planking is all on and the deck beams are being fitted. Therefore these should be fastened with screws so as to be readily removable. Proper bevels must be cut on the frames for otherwise the planking and seam battens will not fit snugly.

The seam battens will be made from $\frac{3}{8}$ by 2 inch white oak and since there are four planks to go on each side, top and bottom there will be six battens a

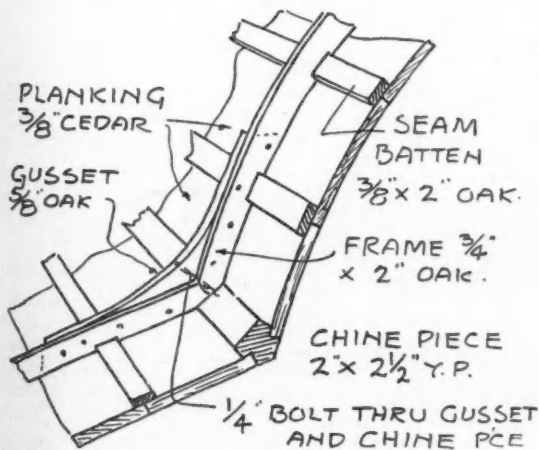


Figure 3. A detail of the chine corner and frame joint.

side. And doubling piece along the sheer. The latter is needed for fastening the deck to the sides.

The planking, both bottom and sides, will be made from $\frac{3}{8}$ inch white cedar or Indoako wood. All must be fitted tight and I would insist on using Ferdico

liquid glue between the batten and planking, and in all seams. Fastenings in the planking will be brass screws, number 8 size $\frac{7}{8}$ inches long, and space these at 2 inch centers.

The chine logs will be made from 2 by $2\frac{1}{2}$ inch yellow pine or spruce, and must be in single lengths. These are let into the corner of the frames. A brass bolt should go through the gusset pieces and the chine piece. Of course a rabbet must be cut the length of the chine log to take the bottom and side planking. This should be cut before the log is fitted to the frames. All angles for the planking can be obtained from the full size plan. At the stem the ends of the chine logs will be let in, also at the stern; and screw fastened.

The clamp will be made from 1 by $2\frac{1}{2}$ inch spruce, and because of the sharp break in the sheer will have to be made in two lengths. Figure 6 shows how the two pieces are joined.

The deck beams will be made from $\frac{3}{4}$ by 2 inch spruce and set one on each frame head and one additional between. The deck frame drawing gives details of this part of the construction. Note that there are several additional deck frames in the way of the hatches and deck house.

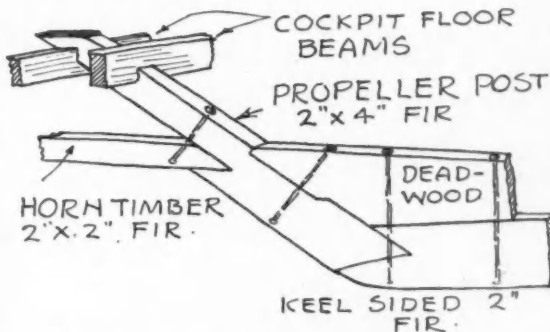


Figure 4. Keel detail and propeller post at the stern.

The deck and cockpit floor will be laid with $\frac{5}{16}$ inch plywood. This must be well painted on both sides before laying, and is to be fastened with screws. Ten oz. duck will be stretched over the plywood and laid in Ferdico glue. The duck must be turned down over the edge of the deck and covered with a $\frac{3}{4}$ inch mahogany moulding.

All bulkheads and the cabin floor will be made from $\frac{5}{16}$ inch plywood. I have found that the better grades of this are excellent for protected places in boat building. But do not spare the paint and cover the decks and cockpits with duck as well.

The deck house will be made from $\frac{3}{4}$ inch cedar or some other equally light (Continued on page 134)

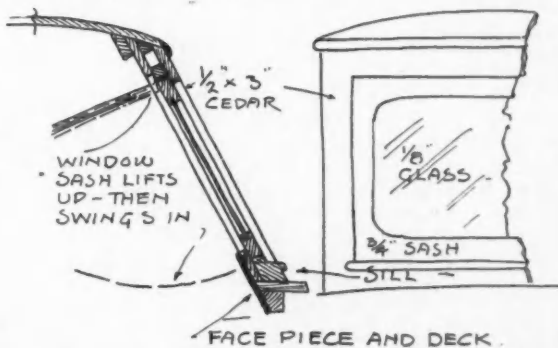


Figure 5. Detail of the sash in forward end of the house.

MISTER SIMMS, A HUSKY CRUISER

*An Ideal 36-Footer of Generous Draft and Displacement Makes an
Excellent Cruiser for Rough Water or Smooth*

Designed Especially for MoToR BOATING

By WILLIAM ATKIN

WEBSTER ELDREDGE, who runs a nice little boat shop down at Noank, Conn., built a cruiser similar in some respects to Mister Simms for one of my client-friends, William R. Owings, of Springfield, Mass. This was several years ago and the boat has since been used off the end of Long Island Sound, which *can* be a roughish old spot. Mr. Owings tells me his cruiser is a most comfortable craft. She is powered with a heavy duty 40 h.p. engine and will do very nearly 11 real miles, hour in and hour out. The Eldredge-built cruiser is, however, two feet longer than Mister Simms, and draws only four feet against four feet six inches for the newer design shown herewith. Also the bigger boat depends upon inside ballast alone, while Mister Simms carries 2,600 pounds on the keel outside. She will need another 1,600 pounds inside. The best form of inside ballast is a mixture of cement and sharp sand in 3 to 1 proportion; three shovels of sand to one of cement. For augmenting the weight add small boiler punchings. The secret of preventing decay when concrete is used for ballast is to apply this to the bare wood free in every respect from paint, oil, or any kind of preservative. Before the concrete is poured into the bilge it is a very good plan to paint the surfaces to be under the concrete with a heavy coat of cement and water mixed to a comfortable painting consistency.

Now I have gotten away ahead of my story and must get back to the dimensions of Mister Simms. Over all she is just 36 feet, on the water line 35 feet, and on the beam 11 feet. Her freeboard at the bow is 5 feet 6 inches; at the stern 4 feet, and at the lowest point 3 feet 7 inches. This is a heavy displacement type and must not be confused with the average lightly built motor boat.

As an instance of this you will find later as this story concludes in the next number of MoToR BOATING that the keel is gotten out from a stick of oak 8 inches by 5¾ inches; that the planking is not ¾ inch in thickness; but 1¼ inches, and all the rest of the construction is in proportion. You see there would be little sense in building a light hull of this character because it would set very high and require tons and tons of ballast. And ballast to any great amount in a light power boat would not be good at all. So build Mister Simms of heavy materials, and feel secure whatever the weather.

A heavy boat is always comfortable especially in rough and bad weather. She is less lively than a light craft, dryer, and her weight absorbs engine vibration nicely. In case of grounding there is little to worry about except a loss of time for even a bad pounding will do little damage. And a heavy boat need not be slow; in fact it seems to me that in any kind of a sea that the heavy boat plugs along keeping up a high average speed; while the lighter sister is obliged to slow down if the going gets bad at all.

Mister Simms is a trunk cabin boat and I have

left a nice wide deck all around the craft. There is a bulwark rail 6 inches high from end to end giving security when going forward to handle anchors or lines. I am afraid a great many folks new to the boating game lose sight of the necessity of having plenty of deck space on a boat. Deck space is as necessary as room below if one expects the maximum of comfort afloat, and this is doubly so if long cruises are taken. The trunk cabin type affords excellent ventilation and light, you see there are a pair of port holes in the forward end of the house as well as the ones in the sides.

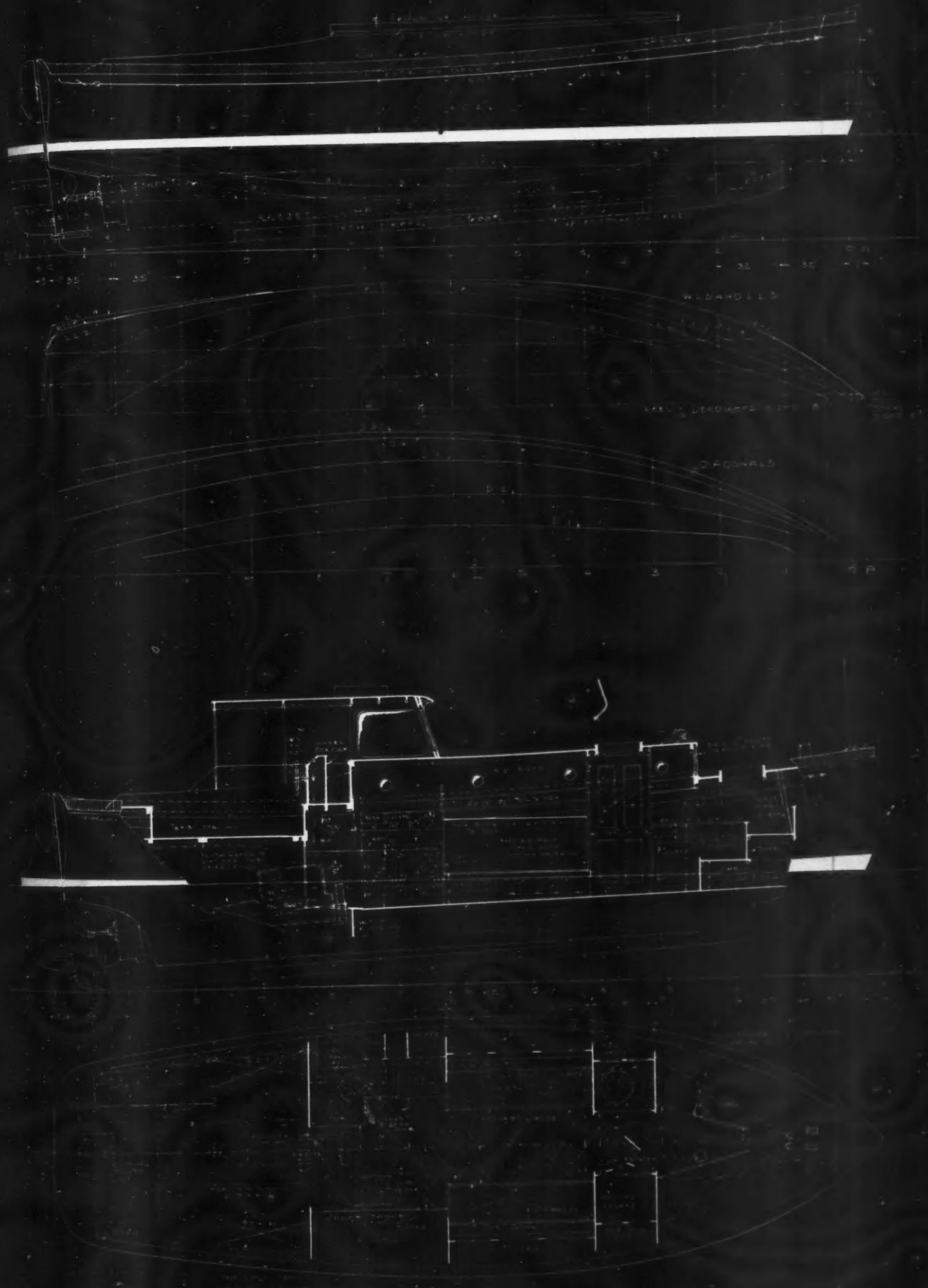
The pilot house gives protection; but being short allows the sun to shine in the after end of the cockpit and, too, in case one wishes to use the boat for fishing gives headroom for poles and gear. The cockpit floor is well above the water line and is of course self-bailing, water being led overboard through two 2-inch diameter lead pipes in the after corners. Unlike many motor boats Mister Simms has a bridge deck between the cockpit and the deck house. Now this means that one must step over this in going below which is not a hardship. It also means that the hull will be greatly strengthened because the bridge deck ties the sides of the hull together thus preventing wringing and panting. Also the bridge deck brings the sill of the companionway doors well above any water that might find its way into the cockpit in the event of a sea coming over the stern. The side sash in the pilot house are fixed, but those in the forward end will be hinged at their tops. It will be best to have these sash swing in. In this case they will require hinges that permit a short lift so as to get the sash over the water stop on the sill thence swinging in. Between the side sash and the after stanchion a white duck weather cloth should be hung. This to be rolled up in clear weather. Flush hatches in the floor give access to the engine, but of this feature I shall speak more fully later.

Now to return to the hull. The drawing of the lines show a burdensome hull of easy form and rather good deadrise. The keel has ample drag and from station 4, and aft the bottom is a straight line. You will notice that the keel extends under the propeller and serves as a hanger for the heel of the rudder. Here you have excellent protection for the propeller and the rudder. The stern will have well-rounded quarters after the manner of the Banks fishermen. This gives the appearance of tumble home.

The rudder is hung outside which is the best place for it from every angle. In the first place by hanging it outdoors there is one less hole below the water line and therefore one less place for a leak to occur. In case of damage it is easily gotten at. With the rudder at the tail end of the boat the propeller can be just that much farther aft which decreases the propeller shaft angle. Then in the case of wrapping up a rope in the propeller the whole thing is handier to get at. Steering is ac-

(Continued on page 114)

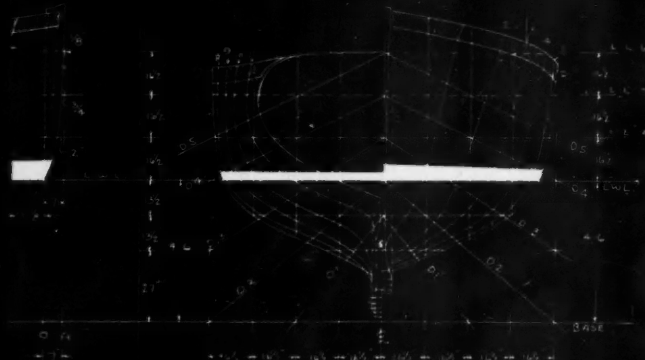
MoToR BOA



BOATING'S Build A Boat S

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SEA



DIMENSIONS

L O A	34'-0"
L W L	25'-0"
BEAM	11'-0"
DEPT	4'-6"
TRUSS ROD	2"
STERN	5'-0"
KEEL	4'-0"
STERN	3'-7"
KEEL SIDED	8"
STERN SIDED	5'-4"
PLANKING	1 1/4"
IRON KEEL	2 1/2" x 10"

DESIGNED ESPECIALLY FOR

**MOTOR
BOATING**

by WILLIAM ATKIN

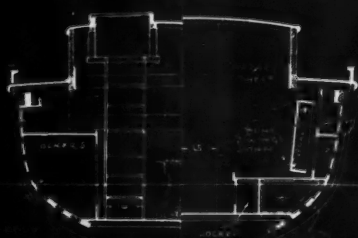
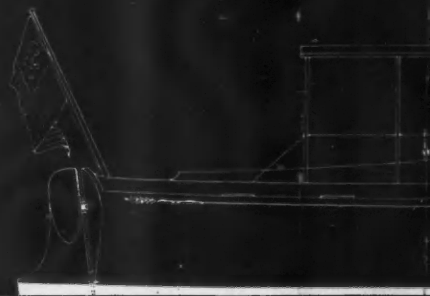


TABLE OFFSETS NO. 28		
STATION	A	B
L W L TO TOP OF RAIL	5'-4"	5'
" " EDGE OF DECK		4'
EDGE OF DECK TO HOUSE SIDE		
EDGE OF DECK TO GILT CASE		
BASE TO B.S.		
" " B.S.		
" " RABBIT		
" " TOP OF IRON		
" " KEEL	4'-6"	4'
" " I SHAFT		
TOP OF RAIL	0'-0"	0'-0"
L L 4		1'-4"
L L 2		0'-2"
L W L		
L L 1		
BOTTOM OF KEEL		
D 1		
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CASE 4



SCALE:

3/16 Inch = 1 Foot

Series

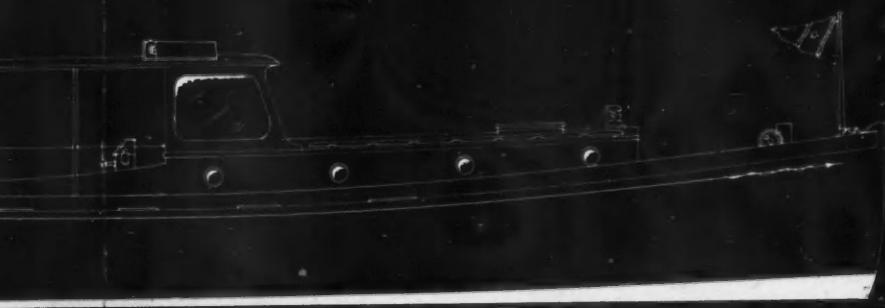
MAISTER SIMMS

A 36 FOOT
SEA-GOING CRUISER

NO 236 36' O X 35' 2" H O X 4' 6" CENTER

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HEIGHT															
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	4-10 1/4	4-5 1/2	4-1 1/2	3-10 1/4	3-7 1/4	3-4 1/2	3-3 1/2	3-1 1/2	3-1 1/2	3-1 1/2	3-1 1/2	3-2	3-3	3-4	3-4 1/2
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				0-5	0-5	0-5	0-5	0-5	0-5	0-5	0-5	0-4 1/2	0-4 1/2		
				5-4	5-6 1/2	5-0	2-9	2-7 1/2	2-8	2-10 1/2	3-2 1/2	3-8 1/2	4-4 1/2	5-2 1/2	
				4-8	2-10 1/2	2-6	2-2 1/2	2-1	2-0 1/2	2-1	2-3	2-6 1/2	3-1 1/2	3-8 1/2	4-5
				2-9 1/2	2-1 1/2	1-11 1/4	1-9 1/2		STRAIGHT			1-1 1/2	3-2 1/2	3-1 1/2	
							1-7 1/2		STRAIGHT		0-10 1/2				
4-6	2-3	1-6 1/2	1-3 1/2				STRAIGHT			3-5 1/2			0-1 1/2		
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HALF BREADTH															
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	2-2 1/2	3-6 1/4	4-6 1/2	5-3	5-8	5-11	6-0	5-11	5-8 1/4	5-4	4-8 1/4				

CASE 4, 6 BELOW L.W.L. H. DIMENSIONS IN FT. & IN. TO OUTSIDE PLANKING



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SMALL MOTOR BOATS

Their Care, Construction and Equipment

A MONTHLY PRIZE CONTEST CONDUCTED BY MOTOR BOATMEN

Questions for the February Contest. Answers must be in by December 10

1. What are the important factors to consider in painting a boat satisfactorily and economically. Discuss briefly the various kinds of paints and varnishes to be used for hull, deck, cabin and inside finish, describing the nature and special qualities of each.
(Submitted by E.F.C., Cambridge, Mass.)

2. Explain and illustrate a practical fuel tank installation that will prevent gasoline from getting into the bilge.
(Submitted by W.B.M., Newburgh, N. Y.)

CLEANING OUT THE WATER JACKETS

*Difficult Problem in Engine Service Can Be Readily
Solved by Adopting Suggested Schemes*

Answers to the Following Question, Published in October MoToR Boating

What method can you recommend for cleaning the water jacket, exhaust piping and muffler?

STEAM PRESSURE A GREAT HELP (The Prize-Winning Answer)

THE method to be employed in cleaning a clogged water jacket varies according to the design of the motor, or upon the openings available for the insertion of some tool with which the sediment can be loosened. Naturally, attempting to work down into the jacket of a solid head motor is considerable of a task, while, on motors with removable heads, it is comparatively easy. Then again, the amount and character of the accumulation is still another factor to be taken into consideration.

For instance, let us take a motor with the removable head design, (under which classification most of the present day engines are included). The ports for the water circulation from the cylinder jacket to the head jacket are generally spaced entirely around the top of the cylinder. There is also the water inlet port at the bottom of the cylinder jacket. Also, on many motors of the L or T head type either an outlet port or a pipe plug has been provided to the portion of the jacket around the valve pockets. With these openings provided, all that is necessary for the average case of clogged jackets is the proper tools which can be inserted into these holes and made to reach the deposits, most of which will be found at the bottom of the cylinder jacket and in the bottom of the jacket around the valve pockets. A long slender cold chisel, tang of a file, a screw-driver, a long round wire brush, similar to a brush for cleaning in between the spokes of automobile wheels, the old-style carbon scrapers curved so they can be worked into out-of-the-way places, or some special tool which can be made up from available metal stock and shaped to go through the desired opening, are the tools by which the sediment can be reached and loosened. When you find that it is impossible to reach some particular part of the jacket with tools at hand, the best bet is to drill a small hole through the outside jacket wall at the spot desired. After the deposits have been thoroughly loosened and dumped out, these holes can be tapped for a standard quarter inch pipe-plug, the plug dipped in white or red lead and screwed in tight. Unless the plugs are too unsightly, it is a good plan to leave them

as is, and they will be available for some other cleaning. If they are unsightly, hacksaw them off close up to the jacket wall, file down until they are smooth and flush with the casting, then cover them with enamel to match the other paint on the engine. If the lower part of the cylinder jackets are completely closed with saline and sand or scale deposits, it may be advisable to use a rust solvent, a strong caustic soda, a weak acid or some other scale dissolving solution. This can be poured into the water jacket, after the water inlet port has been plugged, and allowed to stand for a few hours before you attempt to loosen these deposits with tools. After such a treatment has been employed and the sediment removed, the cylinder jackets should be well flushed out with fresh hot water or blown out with steam. If this does not clear the jackets, drill four small holes, each spaced one quarter way around the cylinder, through the side of the outer jacket wall and at the extreme bottom of where the water should normally circulate. Punch or drill four large holes down through the sediment deposits until they meet the holes drilled in through the jacket walls. Bolt the cylinder head back on over the old gasket and plug the water inlet hole. Take the cylinders to some place where a good supply of steam is available and connect a steam line to the water outlet port on the cylinder head, turning the cylinder upside down. Turn on a fair force of steam and leave it on for an hour. Disconnect the steam line, remove the cylinder head and loosen as much of the deposits as possible with the scraping tools. Flush out the jackets with a hose and inspect. By repeating this dose, practically all the deposits can be thoroughly removed. In many localities where there is considerable silt and oil in the water, the jackets will become clogged with a combination of mud and grease. Such deposits can best be loosened by soaking with gasoline or kerosene, which is left standing in the jackets for 24 hours. Before this is dumped out, run a stiff wire around through the jackets to loosen things up; after which, the mixture is dumped out and the jackets flushed out with scalding hot water or steam under considerable pressure.

For the sake of those who own or operate motors

of the solid head construction, let us take the average engine of this type and see what can be done. In the first place, it is impossible to reach every portion of the cylinder jacket with any kind of a tool, no matter how peculiar we may shape it. The best plan is to get hold of some stiff spring wire or steel tape and insert through the available openings and poke around as much as possible. At points which are impossible to reach it will be necessary to drill small holes through the outside jacket walls. The same treatment as to chemical solutions and use of steam or hot water can be used, as was specified in the preceding paragraph.

It is rarely that cylinder heads become clogged, unless something foreign has been left in the water jacket space and which catches the sediment. At times you will run into a case of this kind where the wire which was used to hold the casting core in position was left in the jacket. This can be easily removed by inserting a hooked tool and pulling the wire loose. In any event, stiff wire can be inserted through the openings in the head and worked around until all the deposits are loosened, after which they can be flushed out with a hose.

The cleaning out of a clogged exhaust line is an entirely different problem. In most cases, these lines are built into the boat and it is considerable of a task to remove even a portion of them for cleaning. One thing, however, which will be necessary is the removal of the muffler or expansion chamber before starting the cleaning of the pipe line. If the line is made up of galvanized or black iron pipe and standard fittings, it is fairly cheap to replace with new, particularly when it has had several seasons' use and is badly corroded. However, in cases where it has been installed for only a short time and is in good condition outside of having become clogged, try the following procedure:—

In most cases the low spot or spots in the exhaust line will be the place where most of the sediment accumulates. Endeavor to disconnect that portion of the line, if at all possible. It should then be comparatively simple to run some kind of a swab or stiff brush, fastened on the end of the stick or rod, through the pipe and clear it. Pounding on the outside of the pipe at different points also helps to loosen the deposits. If you have access to a plumber's shop, borrow a sewer rod of the right diameter. This tool has an end similar to an auger, while the shaft is flexible. This can be forced in through the exhaust line, even in cases where it is impossible to dismantle any portion of it; and, unless the deposits are of a very hard nature, they can be loosened and removed. Blowing the line out with steam, air or by the power of the motor's exhaust will aid to clear it after the deposits have become loosened. There is another

method which can be used on extremely crooked exhaust lines which cannot be removed for cleaning. Get two pieces of spring wire of a fairly heavy gauge; each piece of wire being at least a foot longer than the exhaust line to be cleaned. Bend a loop in the end of the piece of wire to be inserted in the pipe and work it through until it comes out at the other end. Get a short piece of chain which is a loose fit in the pipe and fasten one end of the chain to the end of the wire which has been forced through the pipe, while the other end of the length of chain is fastened to the other piece of wire. Get someone to handle the wire at one end of the pipe, while you handle the other. Dragging the chain back and forth, meanwhile tapping on the outside of the pipe with a heavy hammer, will loosen most of the deposits. What little remains can be easily swabbed out with a short round brush dragged back and forth through the pipe by the wires. The line can then be blown out with air or the exhaust of the motor. In the event that the deposits are of a hard nature, soaking them with kerosene or a strong caustic solution for a couple of hours will aid in softening them to a degree where they can be removed. If the boat can be maneuvered to a dock where a steam line is available, or if one is in the boat yard where the boat is stowed, use the steam in blowing out the line as it makes a much better job.

As a general rule, it is comparatively simple to clean a clogged muffler, as they are invariably made so that they can be taken apart and all sediment removed. In case your muffler is not of this type and it is impossible to clean it by blowing it out with steam, then I would replace it with one which can be taken apart for cleaning. Expansion chambers which are often used in place of mufflers are often made up from standard pipe fittings. They are seldom clogged; however, in case they do, take it to a shop where a large pipe vise is available. Take it apart and clean it, paint the threads with graphite and oil, or either white or red lead, then screw the joints up tight. If the chamber is of the cast type with the ends made solid, the only solution is to drill holes in order to insert the necessary tools and reach the deposits. After the deposits have become loosened, flush out with hot water or steam. Tap and plug the holes with pipe plugs dipped in white or red lead. Of course, tapping the outside of the chamber with a hammer will help considerable while cleaning. If you find that you cannot make a good job of it, by all means purchase and install a new one, as a clogged muffler or expansion chamber will cause considerable back-pressure and rob the motor of power.

There are two classes of exhaust lines which must be handled very gently when clean- (Continued on page 116)

RULES FOR THE PRIZE CONTEST

READERS are urged to consider the above questions for the February, 1930, issue, and send answers to them to the Editor, MoToR BoatinG, 57th Street at Eighth Avenue, New York, N. Y. Answers should be (a) in our hands on or before December 10, (b) about 500 words long, (c) written on one side of the paper only, (d) accompanied by the senders' names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before December 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of MoToR BoatinG of which

the advertised price does not exceed \$25 or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of MoToR BoatinG of which the advertised prices does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

RELAYING A CANVAS DECK

Useful Hints in Handling an Awkward Job Which Must Be Done When Old Canvas Goes Bad

Answers to the Following Question, Published in October MoTOR BOATING

Describe and Illustrate the Procedure to Be Followed in Removing Old Canvas from the Deck of a Cabin Boat and Applying New Canvas

RECANVASING A DECK

(The Prize-Winning Answer)

CANVAS decks on a motor boat seldom wear out. However, from one cause or another, they get in such condition that they are unsightly and can no longer be made watertight. The causes are varied. Perhaps too many coats of paint of unknown quality or paints of different compositions, applied one over the other, are the main causes of canvas decks failing to shed water. Mechanical injury from boat hooks and anchors, poor materials, improper application and neglect are other causes. A leaky deck never gets better without attention and if the leak is allowed to continue, the canvas rots and the moisture allows dry rot to start in the deck covering and carlins.

Where just the paint is cracked or peeling, it is not always necessary to recover the deck to make it watertight and neat. The old paint can be softened with a remover and the softened paint carefully scraped off, the surface sandpapered and refinished. Great care is necessary in burning off deck paint. The canvas must not be scorched or dug into with the scraper.

If the canvas is badly damaged from exposure to the weather or from the careless handling of an anchor, a patch will seldom be satisfactory. To get a well-appearing and watertight job it will be necessary to remove the old canvas and recover the deck. In removing the old canvas, cut down the center of the deck and roll the canvas each way toward the sheer, cutting around or removing any cleats, bitts or chocks. Remove the sheer mouldings and any moulding around the cabin or hatch. If the old canvas is strong enough, remove the tacks by gripping the canvas with pliers and pulling the tacks out with the canvas. In this way there is less danger of marring or splitting the wood than when using a screwdriver or tack puller.

After removing the canvas, the decking

must be smoothed and painted. Any uneven or curled boards must be planed until the surface is smooth and even. Broken or rotted pieces should be replaced. Most trouble will be experienced where the decking has shrunk out of the matching, leaving a wide crack which will soon show through the new canvas. A new and wider board is the best repair. Generally, filling such open seams with plastic wood will be satisfactory. Plastic wood should also be used in dents and nail holes. Do not set any nails that have worked loose. Remove them and use galvanized flat head screws through the same holes. If the decking is thick enough, countersink the screws and putty over the heads with plastic wood. On thin decks countersink flush and file over the heads, using brass screws. After a thorough sanding with No. 2 sandpaper the deck can be painted preparatory to applying the canvas. The smoothing is essential as any irregularity in the surface of the decking will show through the canvas, which will tend to wear only at the high spots. Give the decking two coats of white lead paint mixed with

very little turpentine. The paint will help to prevent the decking from warping. Let the first coat dry. Apply a second coat thicker than usual and place the canvas in the wet paint.

Use not lighter than 10 ounce canvas, covering the entire deck with one piece. Should a seam be necessary, have it at the center of the crown of the deck. The seam should be sewed in preference to tacking the lap. Canvas is manufactured in various weights and widths up to 120 inches wide. Some prefer a treated waterproof canvas, being easier to paint and requiring less paint. Lay the canvas lengthwise with the deck stretching it snugly, first with the deck and then across. Rubbing with a block of wood will help smooth out the wrinkles. Lay the canvas in the sun and let it get warm before applying. It will be necessary to carefully

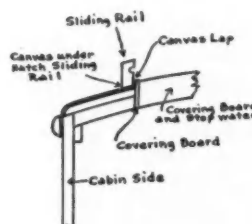
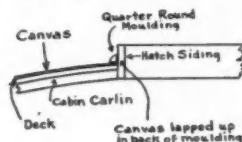
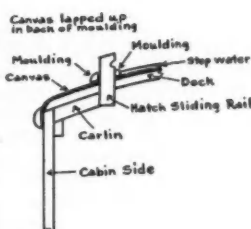
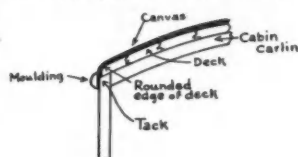


Diagram No.1
Showing Areas for Seam Composition

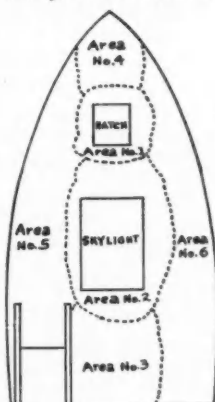
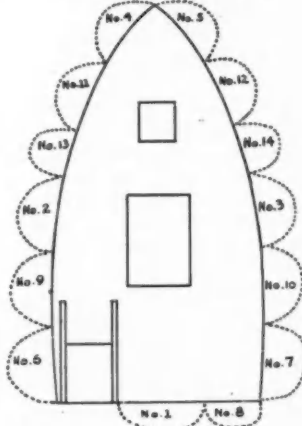
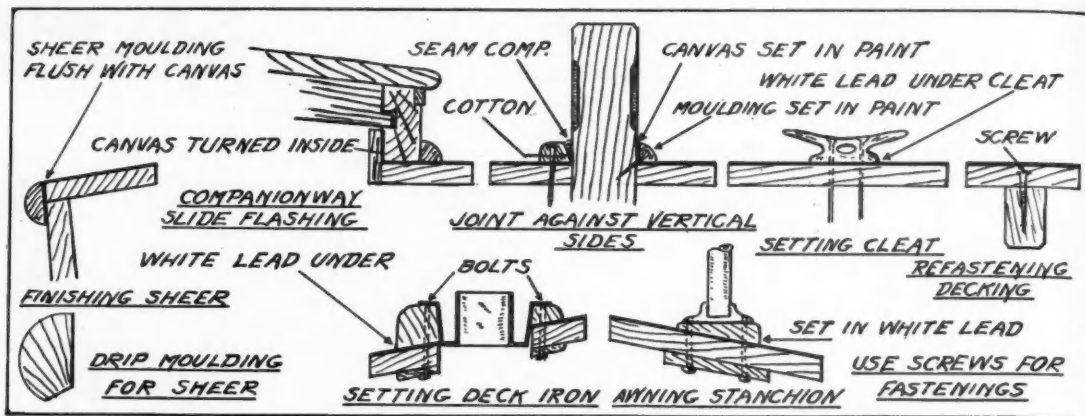


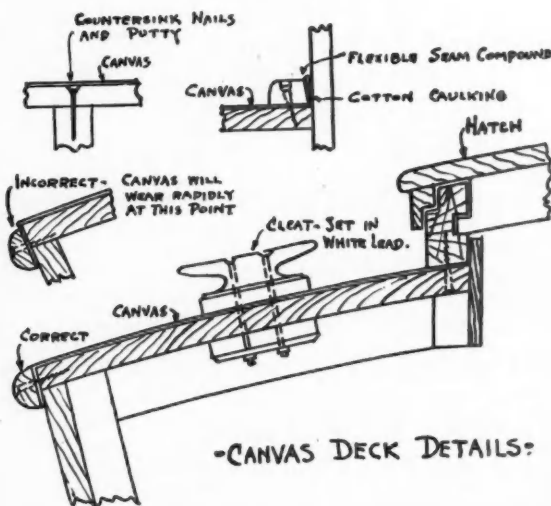
Diagram No.2
Showing Tacking Areas



V. L. S. suggests a method of securing new canvas to a boat deck



W. B. M. shows how to take care of deck openings and fittings



F. W. L. gives details for the hatch opening and deck corner

measure and cut out for such openings as the sky light, hatch or sampson post, and tack around these first. The canvas is less apt to show wrinkles if the first tacking is done near the center of the edge and worked both ways. Beginning at the widest part and working forward is also practical. Use $\frac{1}{2}$ inch to $\frac{3}{4}$ inch tacks and space them from $\frac{1}{2}$ inch to $\frac{3}{4}$ inch apart. To prevent splitting thin wood stagger the tacks. The overhanging canvas is not cut off until the sheer moulding is in place. Stretching canvas is hard on the fingers. In order to get a better hold on the canvas, clamp a piece of wood about a foot long to each side and pull on the cleats. After the canvas is all stretched and tacked, sprinkle or wet with a sponge to shrink it. On shrinking the canvas will draw tightly to the deck and as the wet paint under it dries, the canvas will be cemented to the wood.

Some will recommend that a coat of paint be applied to the wet canvas in order to save paint and prevent the impregnation of the canvas with oil. If the saving of a coat or two of paint is of more importance than the quality of the workmanship, go ahead and paint. No one would think of painting over damp wood and expecting good results, so why expect to paint damp canvas with good results. After the canvas has dried for a few days, give it a thin priming coat of white lead and oil paint. After 48 hours apply a second coat, sanding the surface lightly, before applying.

The mouldings and deck hardware can be placed any time after the paint dries. Use new mouldings throughout. It is probable that the old mouldings were so damaged in removing that their replacement is impractical. In placing the sheer moulding bring it up flush with the deck to prevent wear at the corner. The moulding may look well slightly below the deck, but results will not be as satisfactory. Before placing

the moulding around a trunk cabin or hatchway, with a sharp knife cut the canvas $\frac{3}{8}$ inch above the deck. Also plane a slight outgauge on the moulding. Fasten the moulding with screws and run a strand of cotton wicking in the seam, driving lightly. Fill the seam with flexible seam compound and there will never be a leak at that point. Some prefer to turn the canvas up against the cabin

sides and bed it in white lead or marine glue. The surplus canvas is then cut off after the quarter round moulding is fastened. Allow the canvas to turn up as high as possible inside the companionway slides. Set all mouldings, deck hardware and leveling blocks for awning stanchions or stove pipe deck irons on top of the canvas and bed in thick white lead or marine glue.

Deck canvas may be laid in marine glue and a very satisfactory job will result. Briefly the method is as follows. Prepare the deck as explained and then apply a generous coating of Jeffery's Marine Glue No. 7. A whisk broom cut off short or a wire sink brush is excellent for spreading the glue which must be used hot. To keep the glue hot, place the can in a kettle of boiling water and work quickly. Lay the canvas the same as in paint and after the tacking is finished, iron out the lumps and at the same time the canvas will be firmly cemented to the decking. Heat the irons so that they must be kept moving to prevent scorching the canvas. Go over the entire deck with the hot irons until the marine glue has sweated through and all lumps are smoothed out. Follow directions on the can.

With the mouldings in place and the edges trimmed the deck is ready for the final painting. Smooth the priming coat with fine sandpaper to remove any fuzz or dust that has stuck in the paint. Apply one or two finishing coats as seems necessary. Wear will show less if the priming and finishing coats are all the same color. Do not change

(Continued on page 118)



A gold plated helmsman on gun-metal base pilots a cheery light in your cabin. Parchment paper shade with nautical designs applied on English blocked linen. \$22.50 complete.



Trim and nautical as your crew, this Englishware banded in marine blue will float two flags or one flag and the name of your craft. 12 dinner plates, \$27.



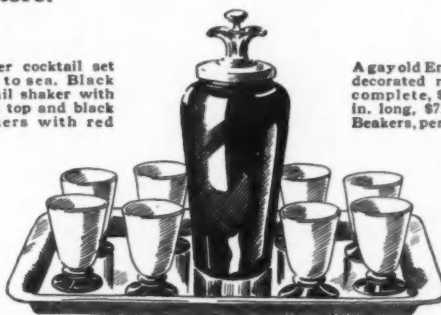
The stormiest seas will not disturb the equilibrium of this non-tippable Smokador ash stand. A slender spire of gleaming chromium rises from a black enamel base. 28½ in. high, \$15.



Gifts for a Mariner

FIFTH AVENUE and 39th Street... south by east... should be your charted course and Ovington's your destination! For here are gifts... sea-going gifts for every salty son of the brine. If you're at sea about what to give some follower of the wind and waves let us advise you. We know what they want and we have what they like. The pieces illustrated are only a few of many, many more.

A handsomer cocktail set never went to sea. Black glass cocktail shaker with silver plated top and black based beakers with red bowls.

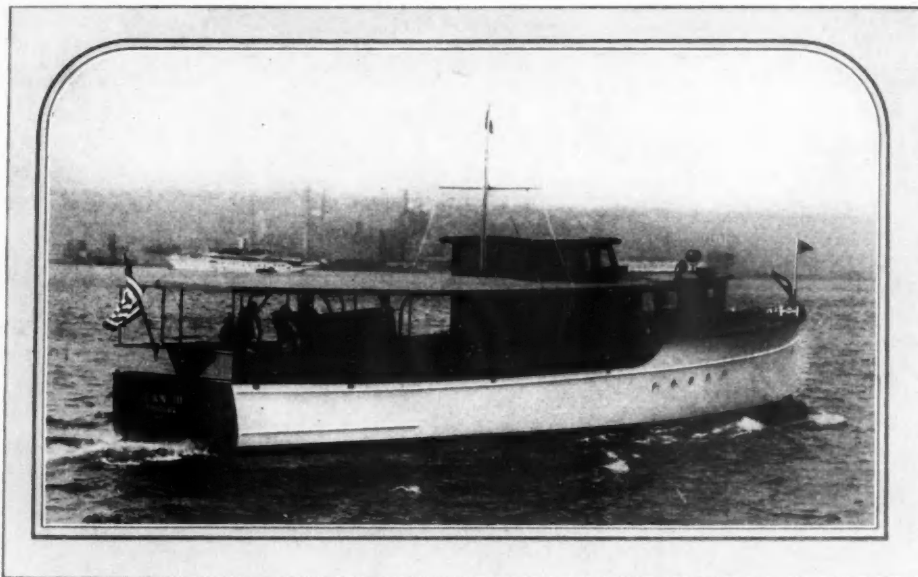


A gay old English hunt print decorated red metal tray, complete, \$25. Tray, 17½ in. long, \$7.50. Shaker, \$10. Beakers, per dozen, \$12.

OVINGTON'S

"Gifts from all over the World"

437 FIFTH AVENUE
NEW YORK



Jean III, a fine 80-footer designed and built by the N. Y. Yacht, Launch and Engine Company for J. S. Caldwell of Syracuse, N. Y. Two 100 h.p. 20th Century motors supply the power

YARD AND SHOP

Notes of Interest to Both Owner and Manufacturer

A NEW DIESEL SCHOONER BY GIELOW

ONE of the most interesting new craft now under construction is a fine 153-foot auxiliary schooner yacht designed by Henry J. Gielow, Inc. The new yacht has been designed as a real man's boat, being a ruggedly built three-master with stay-sail rig. She is now being built at a yard in Bath, Maine, and is to be delivered to the owner on or about February 1 of next year. It is understood that this owner, whose name has not as yet been disclosed, gets a real thrill out of yachting by leaving his family in the large stateroom and, without disturbing them, occupies a small single stateroom and stands his watch along with the officers.

The yacht itself has been arranged with the idea in mind of making her the ultimate in ruggedness and seagoing ability, and her construction is such that she

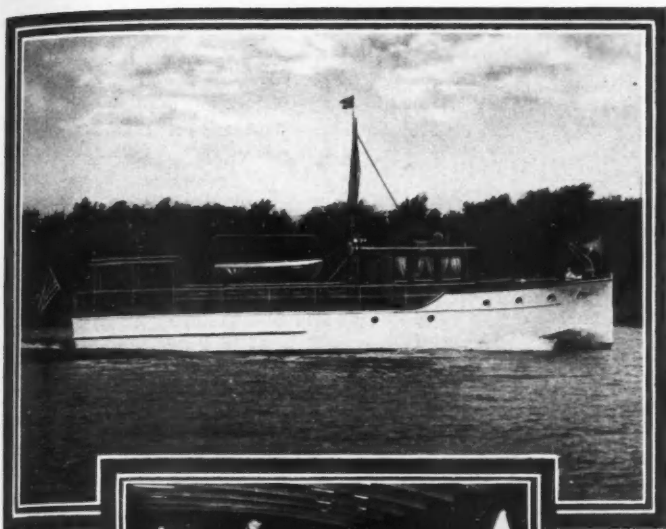
is able to take her crew anywhere they may desire to sail her. Equipment includes two 26-foot dories, each provided with sleeping accommodations for two, a fully equipped galley and a complete outfit of guns and fishing paraphernalia. These dories draw only 27 inches of water and have been specially provided according to the owner's specifications. His idea is to cruise about in strange waters, and, when he finds some interesting little inland bay or river which appeals to him as being particularly alluring, he is able to give the order to drop the anchor of his yacht, lower the dories and tell the captain not to expect him until he sees him return. With these dories so equipped he is able to explore the inland waterways wherever and whenever he pleases, hunting and fishing as he goes. The yacht has spacious accommodations including five staterooms and a double owner's room and is provided with Diesel auxiliary power. (Continued on page 60)



Dee Wite builds an inboard runabout. She is 16 feet long and powered by a Van Blerck Junior

Vinyard

FIFTY-FIVE FOOT
TWIN-SCREW MOTOR YACHT



Ready for Immediate Cruising

GOING South this winter? Then you will want to cruise and live aboard the incomparable Vinyard Fifty-Five Foot Twin-Screw Motor Yacht,—a sea-going craft having every convenience for extended voyages.

But you will have to act quickly. There is only one Vinyard Fifty-Five available for immediate delivery. It is completely furnished, even to blankets, table linen, silver and china,—ready to be christened, provisioned and taken to sea, headed for new and adventurous pleasures.

The Vinyard Fifty-five is a staunchly built vessel clothed in sweeping graceful lines. Its living quarters are unusually roomy, and include the most modern appointments. An owner's

stateroom with built-in double berth and upper and lower pullman berths, a guests' stateroom for two, lavatory with latest fittings, including bath and shower. Large dining saloon, enclosed bridge deck house, and crew's quarters forward for two.

Frigidaire electric refrigeration, Delco lighting plant, Delco water pressure system are standard equipment. Power is furnished by two 150 H.P. Sterling engines.

Five good ideas in spending as much as \$25,000 for a yacht:

1. Forget the price for the time.
2. Compare values item by item.
3. Is builder strong financially?
4. Does builder give his personal attention to each yacht?
5. Do the builder's boats have a high resale value?

Write today for full particulars and price

VINYARD SHIP BUILDING COMPANY
Designers and Builders of Yachts and Cruisers of the Highest Class
MILFORD, DELAWARE

Mention MoToR BoATINg, 57th St. at Eighth Ave., New York

(Continued from page 58)

FAY & BOWEN COMPANY MOVES

Announcement is made of the removal from Geneva, N. Y., to Philadelphia, Pa., of the Marine Engine business of the Fay & Bowen Engine Company, with a local address there of 2200 Diamond Street.

With increased capital, enlarged personnel, and expanded production facilities, this company is now more adequately equipped than heretofore to manufacture Fay & Bowen marine engines. Owners of Fay & Bowen marine engines are assured of continuance of excellent service with these increased facilities.

ANOTHER BASIN IN JERSEY

A new yacht basin at Alpine, N. J., accommodating 100 boats will be constructed by the Palisades Interstate Commission. The development, not far from the present Englewood basin, will afford berths for 238 cruisers and runabouts which may serve to reduce the waiting list of more than a hundred yachtsmen requesting space in the Englewood harbor.

CRUISERS LAYING UP FOR WINTER

Millions of dollars worth of runabouts, cruisers and yachts are being laid up for the winter along the entire east coast, or they are being fitted for cruises through southern waters.

From City Island north, in Brooklyn and along both shores of Long Island, and on the New Jersey inlets, yachtsmen have turned their craft over to shipyards if possible. Others have hauled the boats ashore to await spring cleaning and another summer of cruising.

DODGE AWARDS CONTRACT FOR NEW PLANT

The contract for the erection of the recently announced new plant of the Horace E. Dodge Boat and Plane Corporation has been awarded to the Virginia Engineering Company, of Newport News, Va. The new plant will occupy a hundred acres of the former site of Camp Stuart, directly on Hampton Roads, near Newport News. Con-



Architect's drawing showing the arrangement of the new plant to be constructed by the Horace E. Dodge Boat and Plane Corporation, near Newport News, Va.

struction will be started at once upon the first unit of the plant, which will involve an approximate investment of a million dollars.

"The present construction," said the announcement authorized by Horace E. Dodge, Jr., president of the company, "will anticipate future needs, but the first building that will be rushed to completion is one that will supply about 200,000 square feet of floor space which will be devoted to the construction of hulls alone, as these are urgently needed. At the same time, we are building a power plant sufficient for our entire contemplated building, several times greater than this first unit. We are also building an airplane landing field in anticipation of the early manufacture of seaplanes and amphibians, and a large boat basin.

"We have developed a complete new line of boats. We have added new sizes, which, with the cruisers to

be built at the new plant, will give the boating public a complete range of mahogany runabouts, sedans and cruisers of Dodge quality, at new and definitely lowered prices. Our Detroit plant is now working twenty-four hours a day, not only to supply boats for current orders, but for winter and early spring demand."

The Horace E. Dodge Boat and Plane Corporation succeeds the Horace E. Dodge Boat Works of Detroit. The present reorganization was purely for purposes of expansion. The ownership of the company remains in the family of the late Horace E. Dodge; but greatly increased capital was made available for the company's enlarged plans. The new plant at Newport News is announced as the first step in a program of mass production, mass distribution and servicing of motor boats, on a scale similar to that in the automobile industry, where the name of Dodge has earned a well-deserved prestige.

MOTOR BOAT INDUSTRY IN GOOD CONDITION

"Motor boat builders and engine manufacturers are laying plans for construction of more units than were produced last year, in spite of the pessimism of Wall Street," Henry R. Sutphen, president of the National Association of Engine & Boat Manufacturers, stated.

(Continued on page 128)



The 22-foot Speedcruiser built by M. C. Reaber of Seattle. A 35 h.p. Model G L 5 Universal gives it a speed of 17 m.p.h.

Certified!



three engineering
staffs "OK" your motor!



WHO but a competitor searches so hard for faults and flaws! His "O.K." must mean *faultless and flawless!*

That's exactly the "O.K." every model of Outboard Motors Corporation—Evinrude, Elto or Lockwood—must win from the engineering staffs of competing divisions!

Each division of Outboard Motors seeks individuality in its *own* product — but each also demands topmost quality in the product of *all* divisions! Rightly so, because every Outboard Motors model must protect three reputations, Evinrude — Elto — Lockwood!

That's why every model must pass the censorship of three engineering staffs, which as a group represent the greatest sum of engineering experience in the outboard industry. And that's your certified certainty of keen performance and long distance service from any Outboard Motors Corporation motor — Evinrude, Elto — Lockwood!

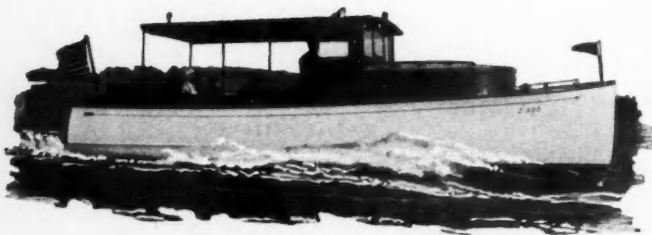
OUTBOARD MOTORS CORPORATION

OLE EVINRUDE
PRESIDENT

LOCKWOOD Division, Milwaukee, Wis. ELTO Division, Milwaukee, Wis. EVINRUDE Division, Milwaukee, Wis.

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

Ask any Owner-



Why has the marine world gone Gray?

Gray's 1929 sales are breaking all records. The 1929 Gray Line has brought a response from boaters the world over that plainly indicates the buying trend is to Gray—that Gray engineers have again scored a triumph.

The claims of a manufacturer for his product are important—but always secondary to what the consuming public has found to be the facts. Go to Gray owners to find out first-hand why the Marine World in 1929 has expressed such overwhelming preference for Gray Motors.

Why has the marine world gone Gray

?

GRAY MOTORS

Built by Pioneers—Engineers—Leaders

Thousands upon thousands of Satisfied Owners are Selling Gray Motors

The consistent, rapid growth of Gray sales is due to a great host of satisfied Gray owners:

Four out of every five Gray sales can be directly traced to some present Gray Owner.

Ask Gray owners why they consider Gray a better buy, the wise choice of the modern boater. From the thousands of letters received from enthusiastic owners, we can safely assume their answers will be substantially as follows:

Gray has Power—power enough for any condition of service—and to spare.

Gray has Speed—speed to meet the need of a generation that demands action.

Gray is Dependable—ten, fifteen and twenty years of service is not uncommon. The upkeep cost of a Gray is always low.

Gray brings sweeping price advantages—this, in spite of the fact that it brings added quality and years of service.

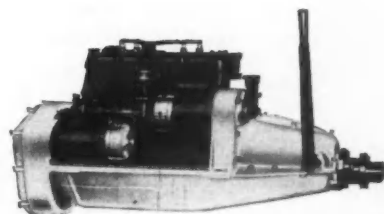
Gray leads with improvements—engineering features in advance that the industry adopts.

Gray has 17 models from which to choose—a motor for every boat from 5 to 200 H. P.

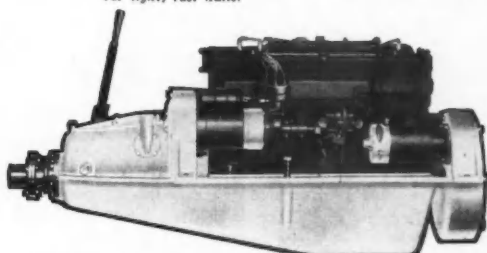
Gray has many motors interchangeable on the same engine bed—providing a wide range of price, power and speed to meet the need of the individual buyer.

Send for the Gray Catalog and large helpful Instruction book (Ready Dec. 1st). The "Gray Book of Boats" will be mailed upon receipt of 25c in stamps, a big 64-page book replete with power suggestions and installations in all parts of the world.

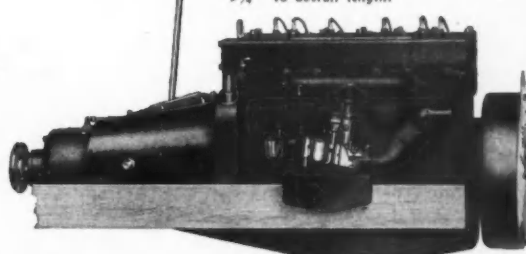
Gray Marine Motor Co.
680 Canton Avenue
Detroit, Mich.



Gray makes five powerful "Fours." The Gray 17-27 (at \$265), the 4-30 (at \$395) and the 4-50 (at \$695) are rugged medium duty engines famous for brute strength and dependability. (Morse 2:1 reduction gear available on the "17-27" and the "4-30" at \$65 extra). The Gray "37" (at \$299) and the "4-41" (at \$475) are light high-speed pressure lubricated engines for light, fast hulls.



Gray makes Five Supreme Sixes: The Gray Six-40; Six-60; Six-72; Six-90 and Big Six 200 H. P. The Gray Six-40 sells at \$345; the Six-60 at \$645; the Six-72 at \$745; and the Six-90 at \$985. Write for Bulletin No. 45, showing Morse 2:1 reduction gear, available on the "6-40." Adds only 5 1/4" to overall length.



The Gray Six-72, showing built-in and enclosed Morse 2 1/2 : 1 Reduction Gear; flame arrester; self-emptying drip-pan. The Built-in Straight-Line Reduction Gear adds only nine inches to the length of the Six-72 or New Gray Eight, 129 H. P.

GRAY MOTORS

Built by Pioneers—Engineers—Leaders

Mention MoTOR BOATING, 57th St. at Eighth Ave., New York

YACHT CLUBS ON CRUISING ROUTES

(Continued from page 18)

Kill Van Kull Yacht Club, Bayonne
 Pavonia Yacht Club, Bayonne
 New Jersey Yacht Club, Bayonne
 Bayonne City Yacht Club, Bayonne
 Bayswater Yacht Club, Bayonne
 Bergen Point Yacht Club, Bayonne
 Newark Bay Club, West Bayonne
 Passaic River Yacht Club, Kearney
 Belleville Motor Boat Club, Belleville
 Neried Boat Club, Belleville
 Newark Yacht Club, Newark
 Newark Motor and Yacht Club, Ft. Grafton Ave., Newark
 Eureka Yacht Club, Hackensack River and Plank Road, Newark
 Arlington Motor Boat Club, 148 Midland Avenue, Arlington
6. SHEEPSHEAD BAY
 Sheepshead Bay Yacht Club, Sheepshead Bay, Long Island
 Tamaqua Yacht Club, Emmons Avenue
7. JAMAICA BAY
 Raunt Motor Boat Club, The Raunt, Long Island
 Federal Boat Club, The Raunt, Jamaica Bay
 Bayhead Yacht Club, Meadowmere Park
 Belle Harbor Yacht Club, Belle Harbor, Rockaway Beach
 Jamaica Bay Yacht Club, Holland Station, Rockaway Beach
 Flatlands Yacht Club, Flatlands Bay
 White Star Yacht Club, Marine Basin, Flatlands Bay
 Bergen Beach Yacht Club, Bergen Beach
 Broad Channel Yacht Club, Broad Channel
 Diamond Point Yacht Club, Canarsie
 Canarsie Yacht Club, Sand Bay, Canarsie
 Sea Gulf Yacht Club, Canarsie
 Motor Boat Club of Jamaica Bay, Canarsie
 Meadow Creek Yacht Club, Gerritsens Creek, L. I.
 Midget Squadron of Jamaica Bay, Mill Island, Mill Basin
 Mill Basin Yacht Club, Mill Basin
 Mill Creek Yacht Club, Mill Creek, Flatlands Bay
 Old Mill Yacht Club, Old Pleasant Point
 Rockaway Park Yacht Club, Rockaway Park, L. I.
 Rockaway Point Yacht Club, Rockaway Point, L. I.
 Harbor Haven Yacht Club, Springfield Gardens, Long Island

Bays Water Yacht Club, Far Rockaway, New York

8. EAST ROCKAWAY INLET

Keystone Yacht Club, Woodmere Bay, Woodmere, Long Island
 Cedarhurst Yacht Club, Lawrence
 Nassau Yacht Club, Lynbrook, Long Island

9. GREAT SOUTH BAY

Freeport Athletic Association, Freeport, N. Y.
 South Shore Yacht Club, Freeport, East Bay
 Unqua Corinthian Yacht Club, Amityville, L. I.
 Babylon Yacht Club, Ft. of Eaton Lane, Babylon, L. I.
 Bay Shore Yacht Club, Bay Shore, L. I.
 Brightwaters Association, Bay Shore
 Fire Island Yacht Club, Ocean Beach, Fire Island
 Point o' Woods Yacht Club, Point o' Woods, Fire Island Beach
 Saltaire Yacht Club, Saltaire, Fire Island
 South Side Yacht Club, Bayport
 Sayville Yacht Club, Sayville, L. I.
 Dominoe Club, East Patchogue, L. I.
 Bellport Bay Yacht Club, Bellport
 Moriches Yacht Club, Centre Moriches
 West Hampton Country Club Yacht Squadron, Speonk Shore
 Hampton Yacht Club, Southampton
 Shinnecock Yacht Club, Shinnecock Bay, Quogue

F. SANDY HOOK TO CAPE MAY (BARNEGAT BAY AND COAST)

1. COAST & SHREWSBURY RIVER

Monmouth Boat Club, Red Bank, N. J.
 Independent Yacht Club, Red Bank
 Red Bank Yacht Club, North Shrewsbury River, Red Bank
 Red Bank Motor Boat Club, Red Bank
 North Shrewsbury Iceboat & Yacht Club, Red Bank
 Rumson Country Club, Rumson, Shrewsbury River
 South Amboy Yacht Club, South Amboy
 Players Boat Club, Fair Haven
 Long Branch Iceboat & Yacht Club, Long Branch, N. J.
 Belmar Yacht Club, Belmar, N. J., Shark River
 Manasquan River Yacht Club, Brielle, N. J.
 Bay Head Yacht Club, Bay Head, N. J.

Roseville Yacht Club, Bayhead, N. J.

Mantoloking Yacht Club, Mantoloking, N. J.

Lavallette Yacht Club, Lavallette, N. J.

Sandy Hook Bay Yacht Club, Atlantic Highlands, N. J.

2. BARNEGAT BAY

Beach Haven Yacht Club, Beach Haven, N. J.
 Egg Harbor Yacht Club, Beach Haven
 Toms River Yacht Club, Toms River

Windward Yacht Club, Riverbank, Toms River

Seaside Park Yacht Club, Seaside Park

Seaside Heights Yacht Club, Seaside Heights

Ocean Gate Yacht Club, Ocean Gate, Toms River

Pine Beach Yacht Club, Pine Beach, Toms River

Island Heights Yacht Club, Island Heights, Toms River

Cedar Yacht Club, Island Heights

Little Egg Harbor Yacht Club, Little Egg Inlet

Beechwood Yacht Club, Beechwood

Barnegat Bay Motor Boat Club, Barnegat Bay

Money Island Yacht Club, Dover Township, Ocean City, N. J.

3. ABSECON INLET

Atlantic City Yacht Club, Absecon Inlet, Atlantic City

Lu Lu Temple Yacht Club, Atlantic City, N. J.

Chelsea Yacht Club, Atlantic City, N. J.

Ocean City Yacht Club, Ocean City, Egg Harbor Inlet

Townsend Inlet Motor Boat Club, Townsend Inlet, N. J.

Cape May Yacht Club, Schellingers Landing, Cape May

Corinthian Yacht Club of Cape May, Yale Avenue, Cape May

Longsport Yacht Club, Longsport

Mays Landing Yacht Club, Mays Landing

Ocean City Motor Boat Club, Ocean City

Ocean City Yacht Club, Ocean City

Wildwood Yacht Club, North Wildwood

G. DELAWARE RIVER (OVERFALLS TO TRENTON)

Adelphia Yacht Club, Schuylkill River, Shawmont, Philadelphia, Pa.

Flat Rock Motor Boat Club, Shawmont, Philadelphia

(Continued on page 66)

What *on earth* is this NAIL doing here?

WHY should this seeker after dark places—this galvanized boat nail—be held up for the world to see? Well, for a very good reason: These conscientious retiring fellows seldom get the credit they deserve—for not every boatsman appreciates the important part they play in the ultimate safety and seaworthiness of his craft. Every one is particular about the lumber used in his boat, but the fact remains that lumber will hold together only as long as the nails stick—that no lumber can prevent a leak if a nail should rust.

Like people, the value of boat nails in later life depends almost entirely on the treatment they receive when young. Unlike people, the characteristics of W-C Neverrust Boat Nails are not unduly influenced by outside conditions. Their absolute reliability and unusually long life is determined by a course of sprouts given preparatory to entering active service—the Hot Dipped Method of Galvanizing.

Galvanizing, as you probably know, is rust-proofing by means of a coat of zinc. The thicker the coat of zinc, the more durable and rust-proof the galvanized object

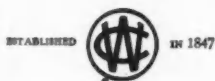
becomes. Wilcox-Crittenden uses the Hot Dipped Process exclusively because it gives the thickest coating of zinc possible—often 10 times thicker than other methods.

While the appearance of all galvanized boat nails is much the same, "The Truth About Galvanizing" will convince you of the wisdom of insisting on galvanized hardware bearing the W-C trade-mark—a guarantee of the maximum coating of rust-proof zinc by means of the Hot Dipped Process—of insisting on Wilcox-Crittenden Neverrust Boat Nails—a branded product insuring safety and dependability. We urge you to send for this booklet "The Truth About Galvanizing." It makes interesting reading and will give you some facts of more than passing value. It is free for the asking.

Wilcox-Crittenden makes a complete line of marine fittings for every type of boat, which you can see at your dealers. The line is shown and described in catalog No. 110. Would you like a copy? It costs you nothing. Address Wilcox, Crittenden & Company, Inc., 4 So. Main Street, Middletown, Conn.



Galvanizing by the hot dipped process—total immersion in molten zinc.



WILCOX - CRITTENDEN Dependable Hardware

Mention MoToR Boating, 57th St. at Eighth Ave., New York

YACHT CLUBS ON CRUISING ROUTES

(Continued from page 64)

- Delaware Yacht Club, Bridesburg, Philadelphia
- Brandywine Yacht Club, Wilmington, Del.
- Woodbury Yacht Club, Woodbury, N. J.
- Roebbing Yacht Club, Roebbing, N. J.
- Wissinoming Yacht Club, Lardners Point, Delaware River
- Yachtsmen's Club, Delaware River, Philadelphia, Pa.
- Diamond State Yacht Club, Fort Penn, Pa.
- West End Boat Club, Chester, Pa.
- Alpha Boat Club, Chester, Pa.
- Philadelphia Yacht Club, Essington, Pa.
- Corinthian Yacht Club, Essington, Pa.
- Riverside Yacht Club, Essington, Pa.
- Tri-State Yacht Club, Essington, Pa.
- Mount Royal Yacht Club, Mount Royal, N. J.
- Crescent Motor Boat Club, Westville, N. J.
- Westville Power Boat Assn., Westville, N. J.
- Farragut Sportsmen's Assn., Ft. 25th St., Camden, N. J.
- Camden Yacht Club, Camden, N. J.
- Forest Hill Boat Club, Camden, N. J.
- Camden Motor Boat Club, Pyne Poynt Park, Camden, N. J.
- Bridesburg Yacht Club, Bridesburg, Pa.
- Columbia Yacht Club, Bridesburg, Pa.
- Keystone Yacht Club, Tacony, Pa.
- Riverton Yacht Club, Riverton, N. J.
- Delaware River Yacht Club, Torresdale, Pa.
- Beverly Yacht Club, Beverly, N. J.
- Anchor Yacht Club, Bristol, Pa.
- Trenton Yacht Club, So. Trenton, N. J.
- Norristown Motor Boat Club, Norristown, N. J.
- H. CHESAPEAKE BAY AND POTOMAC RIVER.
1. CHESAPEAKE BAY (WEST SHORE)
- Yorktown Yacht Club, Yorktown, Pa.
- Maryland Yacht Club, Baltimore, Md.
- Arundel Boat Club, Hanover St. and Bridge Rd., Baltimore, Md.
- Baltimore Corinthian Yacht Club, Ferry Bar, Baltimore.
- Baltimore Yacht Club, Ft. of Light St., Baltimore, Md.
- Maryland Motor Boat Club, Ft. of Hanover St., Baltimore, Md.
- Gibson Island Club, Chesapeake Bay, Md.
- Hampton Yacht Club, Hampton River, Hampton, Va.
- Norfolk Boat Club, Hampton Roads, Va.
- Virginia Yacht Club, Hampton, Va.
- Alexandria Motor Boat Club, Alexandria, Va.
- Old Dominion Boat Club, Alexandria, Va.
- Hampton Roads Yacht Club, Norfolk, Va.
2. CHESAPEAKE BAY (EAST SHORE)
- Chesapeake Bay Yacht Club, Easton, Md.
- Miles River Yacht Club, St. Michael.
- Chester River Yacht Club, Chestertown, Chester River.
- Chesapeake Cruising Club, Chesapeake Bay, Chesapeake City.
- Elk River Yacht Club, Field Point, Elk River.
3. POTOMAC RIVER
- Eastern Power Boat Club, Washington, D. C.
- Capital Yacht Club, Ft. 11th St., S. W., Washington, D. C.
- Corinthian Yacht Club of Washington, South End, Washington.
- Columbia Yacht Club, Potomac River, Washington.
- Washington Yacht Club, Washington.
- Tockwogh Yacht Club, Sassafras River, Fredericktown, Md.
- I. SOUTHEAST COAST (CAPE FEAR TO BISCAYNE BAY)
- Frying Pan Power Boat Club, Wilmington, N. C.
- Carolina Yacht Club, Southern Wharf, Charleston, S. C.
- Motor Boat Club of Savannah, Georgia and Thunderbolt, Ga.
- Savannah Yacht Club, Thunderbolt, Ga.
- Tar Heel Motor Boat Club, Washington, N. C.
- Sea Island Boat Club, St. Simons Island, Georgia
- Sea Island Yacht Club, St. Simons Island, Georgia
- Carolina Yacht Club, Wrightsville Beach, N. C.
- Ribault Club, Ft. George Isl., Fla.
- Florida Yacht Club, Jacksonville
- St. Augustine Yacht Club, St. Augustine
- St. Augustine Power Boat Club, St. Augustine
- Halifax River Yacht Club, Daytona, Fla.
- Hobe Sound Yacht Club, Olympia, Fla., Indian River
- Eau Gallie Yacht Club, Eau Gallie, Fla., Indian River
- St. Lucie River Yacht Club, Stuart, Fla.
- Gilberts Bar Yacht Club, Sewalls Point, Fla.
- Palm Beach Yacht Club, West Palm Beach, Fla.
- Lake Worth Yacht Club, West Palm Beach, Fla.
- Sanford Yacht Club, St. Johns River, Lake Monroe, Sanford, Fla.
- Palatka Yacht Club, Palatka, Fla.
- Rockledge Cocoa Yacht Club, Oleander, Cocoa, Fla.
- Biscayne Bay Yacht Club, Coconut Grove, Biscayne Bay, Fla.
- Miami Beach Yacht Club, Miami Beach, Fla.
- Key Largo Yacht Club, Key Largo, Biscayne Bay, Fla.
- J. GULF OF MEXICO (WEST FLORIDA COAST AND GULF STATES)
- Fort Myers Yacht Club, Fort Myers, Fla.
- Sarasota Yacht Club, Sarasota
- St. Petersburg Yacht Club, St. Petersburg, Tampa Bay
- Hillsborough Yacht Club, Hillsborough, Tampa Bay
- Davis Island Yacht Club, Tampa
- Tampa Boat and Anglers Club, Tampa
- Tampa Yacht and Country Club, Ballast Point, Tampa
- Clearwater Yacht Club, Clearwater
- Dunedin Yacht Club, Dunedin, St. Josephs Bay
- Pensacola Yacht Club, Pensacola Bay, Pensacola
- Marco Yacht and Tarpon Club, Marco, Collier County, Fla.
- Gasparilla Yacht Club, Boca Grande, Fla.
- Eastern Shore Yacht Club, Mobile, Mobile Bay, Ala.
- Mobile Yacht Club, Mobile, Ala.
- Pascagoula Yacht Club, Pascagoula, Miss.
- Pass Christian Yacht Club, Pass Christian, Miss.
- Biloxi Yacht Club, Biloxi, Miss.
- Bay Waveland Yacht Club, Bay St. Louis, Miss.
- Southern Yacht Club, West End, New Orleans, La.
- Beaumont Yacht Club, Beaumont, Texas, Neches River
- Point Isabel Yacht Club, Point Isabel, Lagana Madre and Gulf of Mexico
- Houston Yacht Club, Houston, Galveston Bay
- Houston Launch Club, Houston, Texas
- Galveston Boat & Launch Club, Galveston
- Corpus Christi Yacht Club, Corpus Christi, Corpus Christi Bay
- West Shore Yacht Club, Corpus Christi Bay, Texas



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RED WING... for Mr. G. B. Hoppin

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Wherever discriminating yachtsmen drop anchor, the simple phrase, "built by Consolidated" is the oft-heard expression of ownership pride. Such is the power of the name that has been identified with nearly half a century of fine shipbuilding. To Consolidated owners these three matter-of-fact words express the standards of beauty, of luxurious comfort, of seaworthiness and superb power plants that distinguish Consolidated craft upon the Waterways of the World.

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JULIE M-II... for Mr. R. M. Smith



ALIDA... for Mr. B. H. Borden



VIXEN... for Mr. Adolph M. Dick

CONSOLIDATED SHIPBUILDING CORPORATION
MORRIS HEIGHTS · NEW YORK

WHAT AMERICA THINKS

Phil Wood Talks in London About Various Boating Topics

By PHIL WOOD

COURTESY, THE MOTOR BOATING WORLD

WHEN I crossed the Atlantic to pay a very short business visit to this country I did not expect that I'd have an afternoon sitting in my hotel writing an article for *THE MOTOR BOATING WORLD*; but, as a matter of fact, I'm very glad to have the opportunity, even though I prefer gasoline to ink, and would rather drive a motor boat than the cutest little typewriter ever made. Folk on this side have been bothering me with so many questions about the future plans of my brother—Commodore Gar Wood—and what America thinks of Britain's motor boat "cracks" that this article seems a pretty good way of answering all their queries at a go.

You can take it from me that the British International Trophy meeting at Detroit next year will provide the 500,000 spectators, whom we confidently anticipate will watch the racing, with the greatest thrill of their lives. If it doesn't turn out to be the greatest race in the history of motor boating, then I'm no prophet.

It stands to reason that it will be a record meeting, for I'm as certain that speeds of well over 100 m.p.h. will be attained as I am certain that I'm Phil Wood and not Greta Garbo.

I can tell you people quite frankly that, until Segrave started smashing records with Miss England, we in America looked upon British motor boats as little less than a joke. The Britishers entered for the B. I. Trophy all right, but they never did anything. Usually they did your old soldiers' act and faded away after a lap or two; and that, as you can guess, didn't give us much to compete against. The Wood family have held the world's record for the last 15 years, and since that time they have pushed the speed up from 33 m.p.h. to over 92 m.p.h., but what they wanted all along was adequate competition; and next year, I believe, they're going to get it.

Your Major Segrave has been responsible for the complete change of the American attitude towards British motor boating. He came along with his Miss England and, honestly, we all underestimated its capabilities. A 930 h.p. single-engined job didn't seem much to worry about; but, when he started zipping along at 80-odd m.p.h., then we realized that at last we were up against something that could make us go all out for speed.

After all, it's no fun racing by yourself. The thrill and the joy of motor boating come when you're racing side by side with another boat that's as good as, or perhaps a shade better than, yours; and I can tell you that at Venice we would have gone all out to set up a new world's record had there been any one there to make a race of it. Incidentally, we made a big mistake on the Lido in racing Miss America VII instead of Miss America VIII, for the latter boat has actually been clocked to do 100 m.p.h., and we are certain to use her in the fleet that we're entering for the B. I. Trophy next year. As I say, though, we underestimated Miss England's capabilities and used the VII, which, as you all know, broke her back and nearly broke mine, too. But I'll tell you the story of that crash later.

Of your drivers, Segrave is great, though if he wasn't quite so keen on winning every race I think he'd get a lot more fun out of it. We can't all win every time. And then Miss Carstairs—there's a good sport for you! She races because she loves it, and she's very popular at home. The only trouble with her is that her enthusiasm is better than her boats. Estelle IV will never do anything. It's a freak, in my opinion; and, in any case, I admire her pluck more than I admire her good sense in bringing a boat over to America which had never been put in the water before. Plans and theories are all right in their way, but it's practice that counts. When Segrave races a boat you

can bet your life that it's been tried, tested and not found wanting; in fact, you can be certain that he's going to make a race of it. With Miss Carstairs, you can't be so sure. Still, she's a fine little woman, and every one who knows her in the States wishes her all the best in her future efforts.

While I'm on the subject of Segrave, I wonder if you folk know that my brother Gar and I were responsible for making him take up motor boat racing? We were down at Daytona Beach, Florida, watching him break the world's motor car record, and, chatting to him, we told him that, as he hadn't any more worlds to conquer in the motoring line, he ought to take up motor boat racing. That set him off, and I'm sure he'll be the first to admit that we Americans have done all we can to help him in his new sphere. Why, down at the Lido, we lent him one of our own propellers when his were buckled up, and it was with that propeller of ours that he licked us hollow in the racing!

Now, what of the future? Well, until I get back to the States, I shan't know definitely what my brother's plans are for the next B. I. Trophy, but we shall certainly have some new boats on show, and nothing less than 100 m.p.h. will be considered. We're watching Segrave very closely, and I don't mind admitting that it will take us all our time to work out a means of competing against the Rolls-Royce Schneider Trophy engine that Segrave is incorporating in his new boat. We intend to use a Schneider Trophy Packard engine, but the problem of keeping the balance between lightness, safety and power is what we're up against.

To produce a really light boat with plenty of power is the big problem of present-day designers. It can be done, and it has been done, but so far a reduction of weight inevitably results in a decrease of the safety factor. When we built Miss America VI we solved the problems of lightness and speed, for the boat actually did 105 m.p.h. and was constructed absolutely for speed. But what was the result? When she got up to this speed, she bumped badly, broke up, and left Orlin Johnson, her pilot, with 19 stitches in his throat as a memento of the occasion.

Some people may ask whether the danger is worth while, and to that I reply immediately that it sure is. We don't race for fun, nor do we spend money right and left to build boats just for the empty honor of saying that we broke the world's record in them. Our racing boats pave the way for our pleasure craft, and our Baby Gar runabouts, which now can do 60 m.p.h., wouldn't do half that if it weren't for the fact that we had incorporated into their design and construction all the experience that we had gained in bringing out racing boats. The development of motor boating as a public sport lies in motor boat racing, and it's up to us drivers to take risks in what we consider is an eminently worth while occupation.

I write this with plenty of feeling because I have the unenviable record of having been thrown out of more high-speed racing motor boats than any other pilot. For about a week after a crash, I usually swear to give up the game, and then, as soon as I can walk about again, the thrill of it all grips me once more and I long to wrap my hands round a steering wheel. I think motor boat racing is the finest sport in the world, and being thrown out now and again only helps me to get a kick out of it. I suppose it's in the blood. My father was an old sea-captain, and, since I was a toddler, I've always had motor boats drummed into me by my big brother Gar.

I'll conclude this article with a description of what it feels like to be thrown overboard

(Continued on page 118)

18 m.p.h.
with
**Diesel
Power**



HARMATTAN 55-Foot DIESEL EXPRESS CRUISER


THIS smart cruiser now under construction at our yards combines for the first time the well established advantages of Diesel power with true express cruiser speed. Powered with the latest V-type 12 cylinder 300 h.p. Treiber Diesel engine, a noiseless, vibrationless cruising speed of 18 m.p.h. is available at all times at a mere fraction of its former cost. Built under Lloyd's supervision HARMATTAN embodies the highest standards of yacht construction. Double planking, copper fastenings, Chromium plated fittings, paneled walnut interiors, are only a few of the features that will make her one of the outstanding cruisers of next season.

Three separate staterooms, forecabin for three men, as well as spacious deck house with open fireplace, are indeed unusual in a vessel of these dimensions.

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W. D. EDENBURN, Editor

Detroit

TIME KEEPING AT SEA

(Continued from page 16)

by radio, the chronometer is then checked by them rather than the watches being checked by the chronometer. These watches are 23-jewel railroad standard watches guaranteed to run within four seconds per day of the rated time. If, however, they run off a second or so between time signals, they may readily be set to the exact time again. In case no radio tick is available, the best chronometer may, of course, be used for setting the best time on the watches.

Of course, the chronometer itself may be fitted for second setting, though this is not a great saving unless it is used for taking the time of observation direct.

Experienced navigators concede that the hardest part of celestial navigation by the older methods is the computations to get the correct time. This is largely true because of the fact that time is given in hours, minutes and seconds, whereas most of the computations are done in the decimal system. The Captain of the flagship California, Captain Bloch, states in an official report to the Navy Department that the use of a pair of second setting navigation watches (being supplied by the Naval Observatory) saves "50 per cent of the work of obtaining an astronomical fix."

The writer has collected some interesting data on the time as kept by various ships. There is a strong tendency to follow the old custom of checking the chronometers at periods several days apart, whereas comparisons should be made at least once daily with the radio time signals. The result when daily checks are not made is that the time used by the navigator is in error, though of course each navigator will swear by his own chronometer. Infrequent checks on the chronometer is one cause for the discrepancy in the noon positions signalled by ships in formation. As a concrete case, 24 ships were visited in a period of about two days. The average error in time kept by these ships was about three seconds, or three-fourths of a mile in longitude on the equator. Most any sort of time-piece set to the exact time twice daily will provide time closer than three seconds.

The greatest saving of all is in the use of the sidereal second setting watch. It is difficult to understand why more use has not been made of the sidereal watches and chronometers. Contrary to what some practical navigators will say on snap judgment, sidereal time is practically as easy to keep set on a watch as civil time. Nothing could be more regular than sidereal or star time. In fact, Naval Observatory time is regulated by the transits of stars. Sidereal time watches run 3 minutes and 56.6 seconds faster each day than civil time watches, and that is all there is to it. The watch is regulated to run that amount fast each day. To get a comparison by the radio time tick, suppose we get a check at 4 P. M. Pacific Standard Time, or the same thing, at midnight Greenwich civil time. Then the exact second of the Greenwich sidereal time is given for each day of the year in the very first table in the Nautical almanac. If any other hour is used each day, a table may be made up for the whole year. For any odd hour, it is a simple matter to compute the correct sidereal time as needed.

The second setting civil time watch is especially convenient for use with the new moon tables being published (1st September, 1929) by the Naval Observatory. These tables give for every ten minutes of Greenwich civil time the Greenwich hour angle and declination of the moon. By making the observation on ten-minute intervals as shown by the watch face, no interpolations whatever are needed, and the moon sight becomes easier than a sun sight. These tables are being published as a supplement to the Nautical Almanac, and were devised especially for use in the air. Mariners finding them of value should so report to the Naval Observatory to insure their publication in the future.

TIME BY OLD METHODS

	h	m	s
Chronometer	6	50	06
Watch	5	48	06
Chronometer minus Watch	1	02	00
Watch (time of sight)	6	52	06
Chronometer minus watch	1	02	00
Chronometer face	7	54	06
Chronometer correction	+ 1-56		
Greenwich civil time	7	56	02
Sidereal time of Greenwich 0 ^h	20	48	09.7
Correction for longitude	+ 1-18.2		
Greenwich sidereal time	4	45	29.9

The second setting Sidereal watch shows 4-45-30 by direct reading. No chances of error, no time lost, no mental wear.



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NEVER before in all of Richardson's 27 years of boat building, has he been able to offer boats outstanding in design, material, workmanship and price as the 1930 Richardson Cruisabouts.

These 1930 Cruisabouts, 29 feet long, are as beautiful as any yacht you have ever seen; are built of materials and workmanship equal to any, regardless of price, and are as seaworthy as the expert designing of Eldridge-McInnes can make a boat.

Together with Eldridge-McInnes' designing, Richardson's expert workmanship and selection of only the finest materials is found Gray's dependable, quiet, smooth power that drives the Cruisabouts at 12 to 16 knot speed.

The Double Cabin Cruisabout sleeps seven in large, comfortable fixed berths; the Single Cabin Cruisabout has a cockpit ten feet long; the Day Cruisabout is ideal for fishing, fast ferry and yacht tender service.

Inspect the Cruisabouts today or write for catalog "E," which will be mailed free. At the extremely low price of \$3585 the quality-built 1930 Richardson Cruisabout is a value never before equalled in boating history.

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Length 29 feet, beam 8' 10", draft 2' 4"

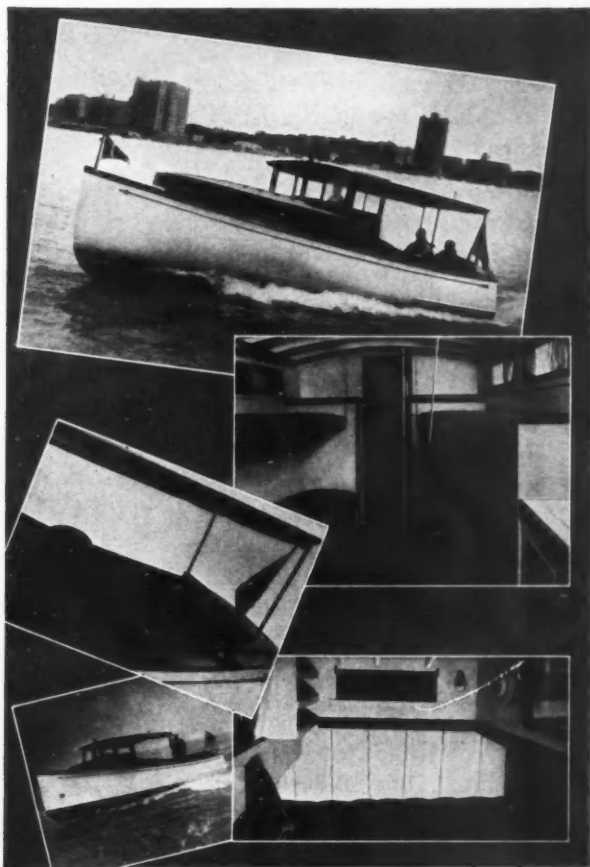
White Oak frames with single length keel, brass and bronze hardware and fittings, screw fastened clear Cedar planking, canvas covered and painted decks, mahogany cabin trunk and trim. Carpets, horn, bell, life preservers, compass, cushions, stove, table, lines, screens, fixed bilge pump and many other extras as standard equipment.

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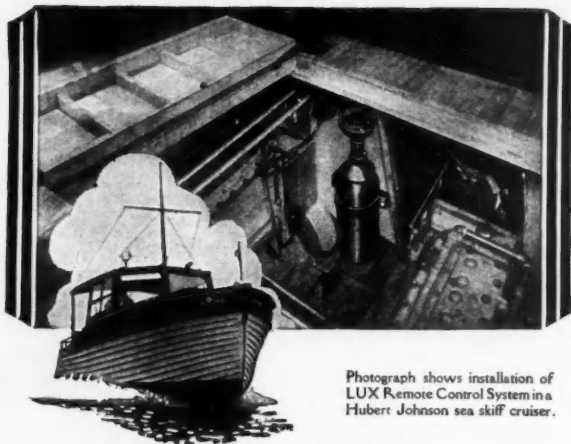
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Photograph shows installation of LUX Remote Control System in a Hubert Johnson sea skiff cruiser.

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THE chance of fire while cruising—the nightmare of every boat owner—can be practically eliminated by investing, at a nominal cost, in a LUX System. For LUX snuffs out oil and gasoline fires even before they can get underway.

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More than 900 yachts are protected from fire by LUX. You, too, can buy this safety for your boat.

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140 Cedar Street
New York

LUX

Fire Extinguishing System

LABELED BY UNDERWRITERS' LABORATORIES

BOATING IN MEXICO'S VENICE

(Continued from page 25)

of water, the sides of the boat being 11 or 12 inches high. Our motor was attached to the starboard side about 20 inches from one end—that end automatically becoming the rear of the two-bowed conveyance. Uprights about five feet high, consisting of bamboo supported bows that held a pale blue canopy over the central part of the boat. Garlands of green, interspersed with bright hued flowers had been bound in the form of an arch to each of the end bows, lending a festive effect to the craft which made it very different from any other boat I have ever used.

To be motor boating anywhere in the United States in a Cleopatra-like barge, with a blue canopy and garlands of flowers, would surely partake of comic opera or something equally frivolous, but in the setting of Xochimilco there was nothing comic about the experience. It was pure, natural delight. Down one of the narrow side canals we heard a clear boyish voice singing and paused in our mad exploration to investigate. Presently the reeds parted that hid the mouth of the narrow channel of water and there emerged a tiny canoe laden with flowers. The bronze-faced lad who so skilfully manned the little craft was wholly unconscious of the charming picture he made. His arms were bare, as were his legs from his knees down. His cotton shirt was open at the throat, revealing a manly chest. His black hair was pushed back from his



In one of the courtyards our new found friends, two of them under the influence of pulque, are delighted to have their pictures taken

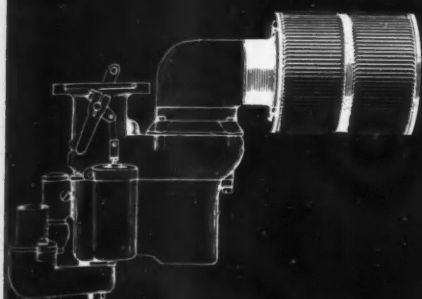
forehead and there was just a suggestion of a smile on his face as he paused, astonished by our power-driven craft. Then, regaining confidence, he pressed forward through the water, eager to sell his wares. This was but one of many experiences with flower dealers we had that afternoon. And as we yielded to their appeals from time to time, more and more flowers were added to our boat until we reminded ourselves of an aquatic edition of the Pasadena Rose Tournament.

If there had been a suggestion of light opera trappings in our own appearance, the illusion was heightened when presently we rounded a curve in the canal and came upon a larger boat, similar in design to our own, laden down with a score of brightly-clad school girls. Their floral decorations were even more elaborate than our own. They were laughing and singing just as a troupe might do on making its initial entrance on to a stage. Again we cut off the motor and by means of signs and limited Spanish I begged the privilege of photographing the jocund company. This request, when finally converted into intelligible Spanish by the girls' teacher brought forth cries of delight. The entire party rushed to the end of their craft nearest to mine, so that they might all be in the picture, and for a time I thought they would be thrown into the canal. But something saved them from such an upset while the camera clicked.

Resuming our put-put journey, we soon found the character of our surroundings changing. We were in more open country, with fewer poplar trees to cast long green reflections in the water. All of the flower sellers seemed to have been left behind, although the fields on either side of us were still devoted principally to blossoms. Now and then we passed clusters of two or three huts from which native women and children hurried, on hearing the sound of our approaching craft. Always we were greeted with exclamations of astonishment and then

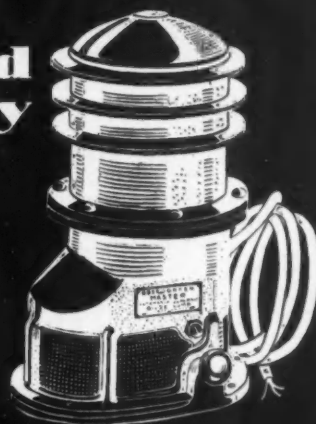
(Continued on page 74)

2 Pieces of Safety Equipment



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**That should
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CHECK the specifications on that boat or motor you consider. If they include "Oberdorfer Backfire Trap" and "Oberdorfer Master Automatic Bilge Pump," you know you are getting the *best*.

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BOATING IN MEXICO'S VENICE

(Continued from page 72)

a hearty hand waving, which showed their hospitable feelings. Arriving at one of these clusters of thatched huts we beached our boat and went ashore to get acquainted. The whole setting made one feel that he was thousands of miles from modern civilization. And yet, here and there there were evidences of contact with modern things—utensils that must have been made in Pittsburgh, and a gasoline lantern that smacked very much of American enterprise. The houses, however, were most primitive, as I have indicated. In some, cooking was done on open fireplaces on the dirt floor, and the smoke allowed to find its way out under the eaves, as best it could.

An elderly woman with wrinkled face, and hair hanging down her back in two braids, greeted us as we asked permission by smiles and gestures, to enter their rude courtyard. She bowed graciously by way of invitation and led us from door to door, for an inspection. This courtyard was a community affair, with several simple homes facing on its semi-private area. A crib made of cross poles, occupied the center of the area and I surmised was used at harvest time to store produce. In some of the huts one room served as a kitchen. In others the cooking was done at one end of the large single room. Numerous earthen pots and cups marked each kitchen as distinctly Mexican. I was much impressed with the neatness and orderliness of the little homes. Their owners obviously were proud to show them to visitors. In some cases the occupants of these homes slept on iron beds in various stages of disrepair, while others evidently slept on reed mats spread on the floor.

At one corner, with doors opening both on the courtyard and the street, was a little store, its shelves and counter piled with Mexican confections, interspersed with canned goods. Near the store entrance stood a group of barefoot, black-haired children staring wide-eyed at the American strangers. A few steps farther from the shop door was the Mexican equivalent of a hot-dog stand. A small table, covered with a brightly colored cloth, was loaded with fruit, Mexican cakes, and candies. Behind it stood another old lady, her sight half gone, but eager to dispose of her varied wares.

We had just finished inspecting this little establishment when we were accosted by a young Mexican in a most jocular manner. He had a handsome face, and an engaging smile. With him was another young man whose countenance was unmistakably surly. It took me a few minutes to size up the situation. But before many minutes of conversation—if our limited understanding of each other could be called that—I realized that my friends were the contented victims of pulque, the popular Mexican drink. They were regarded more or less indifferently by the women folk. But as it was still far from the end of the day, I could not help thinking that their families would be much better off if these big able-bodied fellows had been at work. Even this glimpse of the pulque problem gave one a new understanding of the Mexican government's efforts to suppress the drink by degrees.

A good deal of banter followed between the Mexican men and myself and finally they consented to pose for a picture, with the old mother, a young wife and a baby sharing in the event. I had some difficulty in getting across my instructions, but we had a quarter of an hour of laughter and good feeling, and an interesting photographic record of simple Mexican life resulted.

Quite reluctantly we returned to the boat. The surroundings amid which we had been since leaving Mexico City seemed so unreal that I looked twice to be sure that none of the islands had floated away. We found everything as we had left it, however, except that the sun was now sinking down toward the tall poplars that were silhouetted against the western sky.

Ever since we had arrived at Xochimilco the chauffeur had been eager to try his hand at the motor, so I let him assume command. With little difficulty he got under way, and headed our flat-bottom craft for home. The third member of the party, my friend from Mexico City, talked of many things as we slipped along that grand canal, watching the reflections in the smooth waters, and drinking in the fragrance of the acres of flowers on either side. He told me more about the floating islands, and how for generations these patient natives had raised their flowers on little tracts of soil piled carefully on mats or rafts made of roots and logs. Only in comparatively recent times, he explained, had the natives anchored their gardens to permanent locations. As he pointed out, this was done by driving long poles through the edges of the islands and down into the shallow water. In addition, trees were planted whose roots eventually found their way to the bottom of the lake. It was a picturesque sight in earlier days, he explained, to see these brown-skinned natives, scantily clad, poling their islands down

(Continued on page 78)



The Swish of Sky Blue Waters

SEA ISLAND BEACH, Georgia, puts a Winter holiday across with a splash! A good time all the time! A happy "Hobby-Land" where the entire family can enjoy their favorite hobby, in a wholesome, homelike atmosphere—away from the crowds! Fun, climate, recreation, rest! Not too hot! Never cold! Sunshine! Sea! Palms! Pines! The luxury of perfect living—without the extravagance. Come for all Winter! Unlike any other playland in America!



Sea Island Beach is midway between Savannah and Jacksonville on the Coastal Highway across the Motor Causeway from Brunswick. Direct Pullmans via the Atlantic Coast Line, the Seaboard and Southern Railways. Also reached via the Ocean Steamship Line to Savannah.

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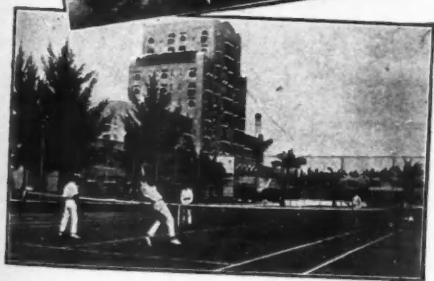
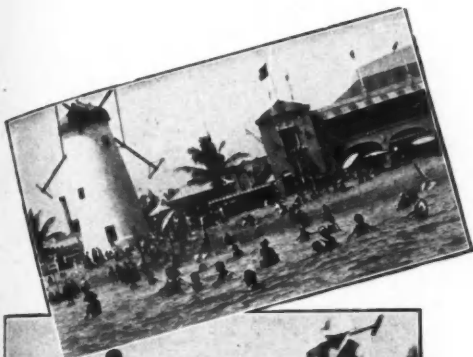
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Here in the semi-tropics you can indulge in your favorite summertime sport at any time

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Come to Miami Beach this winter. Enjoy its buoyant carefree life where the spirit of youth rules. Make your hotel reservation now by addressing :

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Be here for the International speed boat races March 25th and 26th. Among the many valuable trophies to be competed for is the Governor of Florida Trophy.



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A "Big Shot" in '55—



In 1855, in a little shipyard at Mystic, Connecticut, was built and launched an American clipper ship named for our illustrious President, "Andrew Jackson." To the glory of these shipbuilders in 1860 she wrested the speed championship from the "Flying Cloud" in a race from New York to San Francisco around Cape Horn, making the run in 89 days and 4 hours, or 4 hours faster than the record of her fleet rival.

Today, seventy years later, in this same yard are being built SEVEN SEAS CRUISERS, the last word in motor yacht luxury, speed and comfort. Fifty feet overall, individually decorated by grace of Joseph Urban, and powered with twin Sterling Engines, these SEVEN SEAS CRUISERS are the proud work of the skilled craftsmen whose forefathers gave us the "Andrew Jackson" and other famous Mystic ships. A product of the ALMAC YACHT CORPORATION, Louis O. Macloon, President. Inspection at the plant or correspondence invited. Two of these SEVEN SEAS CRUISERS will be ready for delivery in Southern waters during January.



Note—Painting by Lars Thorsen, celebrated marine artist of Mystic.

BOATING IN MEXICO'S VENICE

(Continued from page 74)

to the outskirts of Mexico City, and each island laden with growing flowers.

The return route led us past a small park where the people from Mexico City delight to come for picnics and outdoor dinners. It being nearly supper time, we decided to accept the invitation of one of the open-air pavilions from which came the strains of music by a Mexican band. The head waiter, all smiles at having secured our patronage, offered us a table in the large pavilion or in one of the small palm-covered summer houses close by. We chose the latter and in a few minutes were started on a delicious four-course dinner, the piece de resistance being chicken. The fowl probably was of an adolescent age when it met its death, but what was lacking in volume of white breast meat was compensated for by tenderness. In our honor the comic opera band played many currently popular American pieces and finally wound up with several opera selections splendidly executed. Both the fine cooking and the skillful playing were a revelation of the talent of the Mexican people, which many foreigners fail to appreciate.

Before our meal was finished we found our summer house surrounded by dogs, who could do everything but talk. Without apologies we dropped convention and tossed the chicken bones to our drooling friends. I counted six canines altogether, and I think several of them had never had another so bounteous a meal as they enjoyed that day.

While the band was playing the Marseillaise we regretfully left the table and its canine guard of honor. It was getting late and we put-putted back to our boat owner as speedily as possible. Presently through a gap in the trees I looked toward the distant horizon and saw the symmetrical, snow-covered peak of Popocatepetl, rising majestically nearly 18,000 feet into a sky already tinted with bright sunset hues.

"Look," cried my friend, pointing eagerly toward the matchless mountain. "Is not that a beautiful sight? Now do you not wish you could live in Mexico City and every day come and motor boat in the marvelous canals of Xochimilco?"

I gazed at the mountain peak so exquisitely framed by the tall poplars and then I looked at my friend and I realized that soon one of my most memorable outings would be at an end, and so I replied with as much feeling as I could muster, "Why bring that up?"

CANAL PROPOSED ACROSS FLORIDA PENINSULA

According to a proposal submitted by the Jacksonville Real Estate Board before Colonel Mark Brooke, Senior Member of the Special Board of the Corps of Engineers of the U. S. Army at a hearing held in the City of Jacksonville a short time ago, a plan is under foot for the construction of a waterway from Cumberland Sound, Georgia and Florida, to the Mississippi River, made possible by the linking of Florida's east and west coasts by a canal across the northern portion of the peninsula. According to the survey, one-tenth of the nation's water-borne commerce, or fifty million tons a year, should pass through the State of Florida, via a ship canal, which now passes around the long finger-like Florida peninsula which extends nearly 400 miles southward. A navigable canal across the peninsula is proposed as an initial step in the waterway program, with the idea of first using it as a barge canal, and later developing it into a canal suitable for ocean-going vessels of heavier draft.

Preliminary studies indicate that the proposed canal would be a lock canal with as low a summit level as possible, with ample water supply for passing boats through locks from one water level to another, and that the canal should be capable of progressive development to meet the necessities of an increase in commerce. The proposal favored by the Jacksonville Board would call for a canal of such width and depth of channel that it might be developed from a barge canal with an initial depth of twelve feet to a ship canal having a depth of not less than thirty feet, and a bottom width of three hundred feet, when the increasing commerce of the United States may make such expansion desirable.

RELIANCE PUBLISHES 1930 BOOKLET

The Barbour Stockwell Company of Cambridge, Massachusetts, manufacturers of Reliance Tachometers, Speed Indicators, Counters, Motion Recording and other special instruments, have just issued a new booklet No. 11 to illustrate their 1930 products. The complete Reliance line of Tachometers, Flexible Shafting, Adapters and other parts for use in the marine and other fields is well described. Copies of this booklet are available to readers without obligation, and inquiries should be addressed to the Barbour Stockwell Co., at 205 Broadway, Cambridge, Mass.

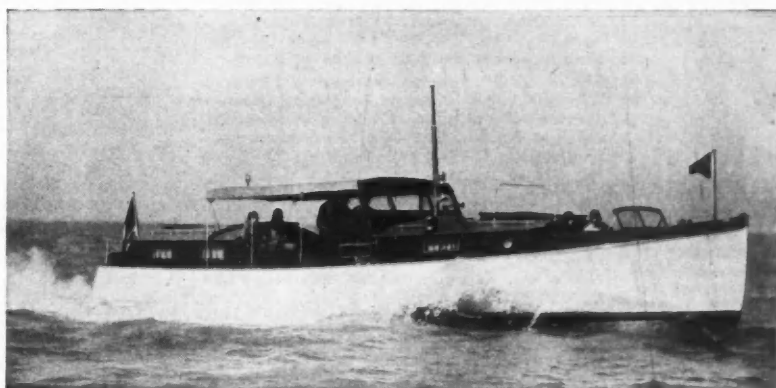
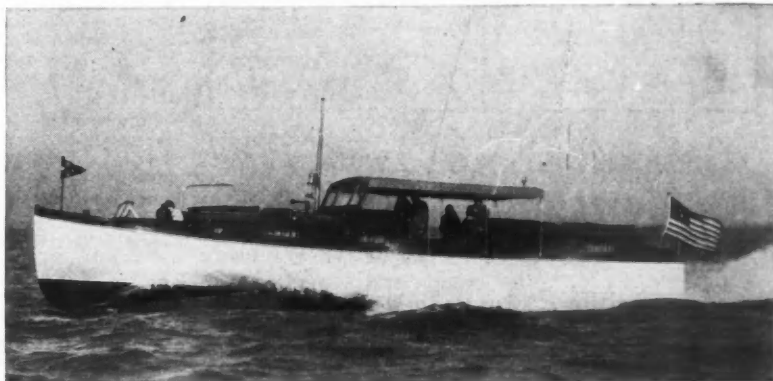
YOU'LL GO

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THE NEW DE LUXE DOUBLE-CABIN SPORT CRUISER
PERSONIFIES MATTHEWS INHERENT HUSKINESS
WITH LUXURY OBVIOUS ON EVERY QUARTER

THE ability of the Matthews designers to incorporate extreme ruggedness of construction in cruisers of utmost beauty of appearance, versatility of use, and luxury of accommodations, has perhaps never reached such heights as in the new DeLuxe Matthews Double-Cabin Sport Cruiser. Here is a craft of play-boat type with unusual arrangements. Appointments to suit the most fastidious. Speed to thrill the heart of any sport-loving yachtsman. And that stamming of performance which is traditional and fundamental with all Matthews Cruisers—a result of the brute strength of its salt-water construction and inherently sound principles of design . . . Your sense of security for yourself—your family and friends—your confidence that the boat will behave gallantly under strenuous conditions—will enhance your enjoyment of every moment you spend aboard this truly deluxe cruiser. And the enduring character of the boat's construction will render it a life-time investment which for sheer money-value must appeal to your keen business sense . . . See this new Matthews Cruiser now on show-room display—or write for literature.

The new De Luxe Matthews Double-Cabin Sport Cruiser has individual berths for six. Separate ample quarters for two-men crew. The hull construction permits special engine installations for speeds exceeding 30 miles per hour . . . One of 10 models—24 arrangements—available in the New Series 1930 Matthews Stock Cruisers.



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Mention MoToR BOATING, 57th St. at Eighth Ave., New York

THE MAN EATER OF BOCA CHICA

(Continued from page 31)

Then I secured a baseball bat which we had on board and got into the dink and pulled him to me slowly and gave him a wallop over the head. He responded by giving me a shower bath and nearly tipped the dink over. Mrs. Morse screamed and I came aboard, got the rifle, and gave him another shot, and he made forward and got entangled with the anchor rope.

Captain Moore came on deck and we got up the anchor. It was light enough now for a good shot, and I placed a mushroom bullet right back of his neck and broke his spine. Soon he became very docile, and would eat out of my hand, only I didn't try to feed him.

We made an effort to hoist him out of water on the davits, but he was so heavy that he bent the davits, and I was afraid he would break them, so we photographed what we could of him, cut out his jaws and let him sink for other sharks to devour.

I have caught many sharks in my time, but this was the largest I had ever seen. I have shown the photograph to old salts here, and they vow that this is the man-eater which has been seen several times at Boca Chica by fishermen. The jaws are now in the hands of a local taxidermist, being cleaned and preserved as a souvenir of one of the most thrilling adventures of our trip.

It was on Washington's birthday, the wind was light and in the southeast, the prevailing wind of tropical Florida. There was a little chop on the sea, and old salts said conditions were ideal for sailfish in the gulf stream.

At six in the morning we cast off at the Miami Yacht Club, and by seven were on the edge of the big blue stream. Our tackle was a Thomas rod with 6-ounce tip, Vom Hofe 4/0 B' ocean reel, 9-thread line, and a 9-0 hook on number 10 wire leader. We used a ballyhoo for bait.

Hardly were our lines out when we struck and landed a baby tuna, then another. "He will do for shark bait," said the captain, as we clubbed him into submission in our big fish box.

Then we trolled for almost an hour without a thrill except the landing of a 3-pound bonita.

It was February, the papers reported a blizzard in the north, but a hot tropical sun was with us. The hum of the motors was monotonous.

My harness was hooked securely to the reel and I dozed off to sleep when, TAP TAP came the tell-tale signal from the bait to my hand. I was awake in an instant, threw off my drag and let go free about 100 feet of line.

The sail fish kills his food with his sword, then takes it if he feels hungry. I reeled up the slack, felt him and struck, and the fight was on.

If there is any fish which can test all the angler's skill, tax his strength and tire out every muscle, it's a sail fish. I kept a taut line on him; that's the secret. He came out of the water for big leaps, but my rod was immediately down to the water's edge and the line taut so he couldn't throw the hook.

I saw his size and his almost square sail, and I knew I had a prize, and was accordingly very careful. I fought him hard. Little by little he tired out and so did I. Finally I got him up to our cruiser Edreina. Captain Moore put on a new pair of cloth gloves, reached low over the stern and pulled him aboard by the bill into the aft cockpit.

The sailfish can rightfully be called the acrobat of the sea. There is no other fish I know of who carries so complete a bag of tricks. At times he is finicky and tantalizing. Always he is capricious and at times voracious. To land him is to win a diploma in the university of Isaak Walton.

If you want to burn up your reel, get your hook into a sailfish. They dash, plunge, pound, run swiftly up on your line, come out of water, balancing themselves on their tail, and actually skip with startling speed over the surface of the sea.

From the time I hooked him till dark I worked fast. The next move was to take pictures, weight and measurements, then we opened up both of our 100-horse Kermaths and put for Miami and the studio of Fred Parkes, taxidermist, than whom there is no equal in the mounting of fish and game.

DISTRIBUTORS FOR LYCOMING.

Palmer Brothers of Cos Cob, Connecticut, long known as manufacturers of the Palmer engine, have announced their acceptance of the retail distribution of the Lycoming straight eight 115 h. p. marine engine. With their nationwide retail distribution facilities, Lycoming users will now find service for their engines in every section of the country. The Lycoming engine will carry the same terms and guarantee as the rest of the Palmer line.



Miles off shore...comes the cry of FIRE!

The causes of fire at sea are many . . . the results are too often the same. But fire will hold no fear for you if your craft is SHUR-STOP protected.

SHUR-STOP always stands guard. When fire strikes, SHUR-STOP acts . . . at the start . . . whether you are ashore or ashore, above decks or below. Automatically . . . by itself . . . SHUR-STOP goes into action at almost the first tongue of flame.

SHUR-STOP has no mechanical parts to fail in a crisis. Cannot evaporate, jam or corrode. Its established record of over 90% efficiency on nearly 4000 fires stands unchallenged.

This is the extinguisher which saved the yacht "Canvas Back" from destruction after a severe explosion . . . which now guards the luxurious craft "Tech," "Corsair," "Fankwai" and many others.

No other extinguisher at anything like SHUR-STOP'S cost, gives such certain, such dependable protection . . . not alone for your boat, but for your home, business, every property you own! Yet, SHUR-STOP costs barely a third as much as the old-fashioned, "you-must-be-there-to-use-it" type of extinguisher.

"What Every Yachtsman Should Know About Fire" is a booklet every yachtsman should read. Write today for your complimentary copy.

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☐ Please send me a complimentary copy of "What Every Yachtsman Should Know About Fire."

☐ Send me complete proposition for district managers and agents.

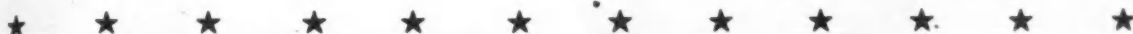
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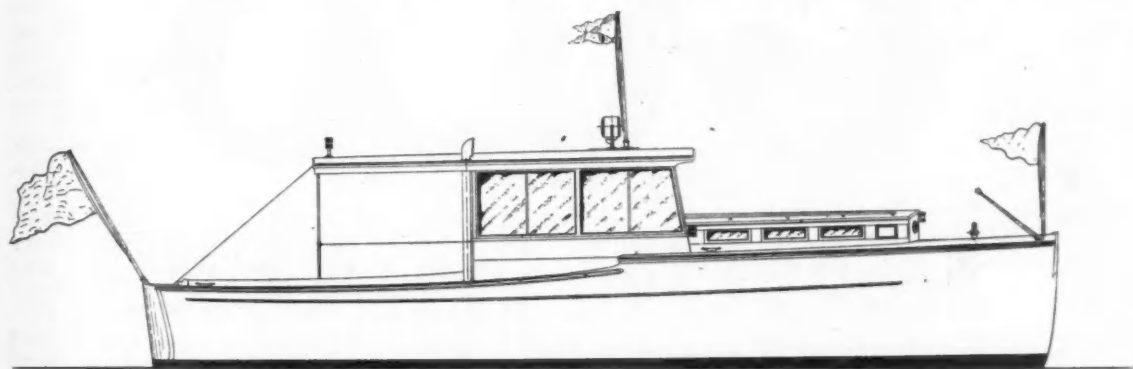
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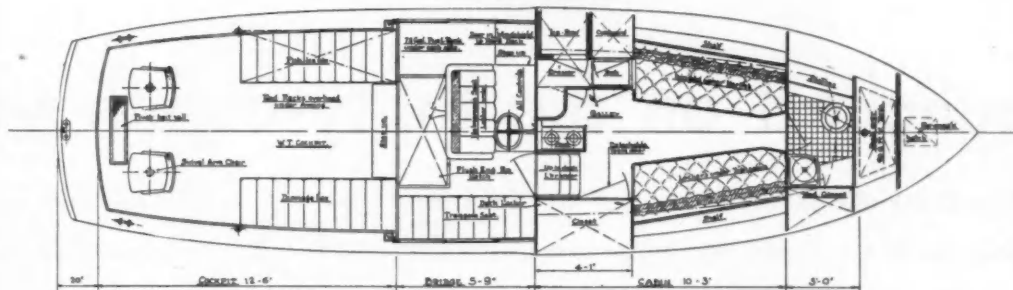
ELCO Boating



PUBLISHED MONTH TO MONTH BY THE ELCO WORKS, BAYONNE, N. J. . . . DECEMBER, 1929



— Elco 38 ft. CRUISER —
Arranged for Fishing



ELCO 38 FOOT FISHERMAN

THERE are now under construction at The Elco Works two standard 38-ft. Elco Cruisers which have been modified for fishing, as shown on the above plan. One is being built for the president of one of the most important automobile manufacturing companies and will be used during the winter season in Florida. The other is being built to the order of an executive of one of the largest pineapple companies in Hawaii, and upon completion, will be shipped to Honolulu where she will replace the Elco Cruisette which has served this owner for several years.

As will be seen from the drawing the hull and forward part of the boat are similar to the standard 38-ft. Double Cabin Cruiser which must be familiar to all our readers. The after cabin has been eliminated entirely and in its place is a very large cockpit. For fishing this is arranged with two swivel chairs at the after end having a bait well between them. At the forward end of the cockpit on each side are boxes which are provided with cushions and form seats.

One of these boxes is metal lined and drains overboard, and is used for holding the catch. The other is simply a dunnage box. Chairs and boxes are all removable so that for ordinary service a large party can be comfortably seated in chairs.

The bridge deck is somewhat shorter fore and aft than on the standard model. It is located at a higher level than the after cockpit and the engine under it is reached through a large hatch at its after end. Wheel and controls are of the automobile type and the helmsman is seated with a companion in a comfortable upholstered seat similar to that of an automobile. The entire bridge deck is enclosed with a permanent windshield structure having sliding windows so that in bad weather full protection is obtained.

Both the boats now under construction will be powered with the Elco model F-62 6 cylinder 125 H.P. Engine which will produce a speed in excess of 15 miles an hour. One boat, in addition, will have an auxiliary power plant consisting of a small

Elco

MOTOR BOATS

The Water-mark of Quality

Launched on the thirty-eighth year

THE ELCO ORGANIZATION faces 1930 with thirty-seven years of growth and steady progress as a background. Those years have made the Elco name a byword on waterways throughout the world. For Elco has kept faith with the motor-boating public. • 1893 saw fifty-five Elco launches in exhibition service at the Chicago World's Fair—more than ten years before the first automobile show. Those boats were the leaders of their time. 1929 has seen thousands of Elco cruisers in operation—*still leaders*. • Elco was the first to apply the principle of standardization to the building of fine cabin cruisers. The low Elco prices result from that principle alone. Elco's unchallenged reputation is testimony to the fact that quality and workmanship have never been slighted for the sake of economy. Each Elco cruiser is as staunch and seaworthy as it can be made. • The new year will see developments of interest in Elco design. The old high standards of construction will remain the same. • Elco cruisers are on permanent display at Port Elco, 247 Park Avenue at 46th Street, New York City. (Plant and Marine Basin at Bayonne, New Jersey.)

ELCO Boating

4-cylinder Elco Gray Engine set to one side and having its own shaft and propellor, which will be of the feathering type universally used on auxiliary sailing craft. This small engine is capable of giving the boat a speed of 6 or 7 miles an hour, or of being throttled down to a very low speed for trolling. The separate shaft and propellor is considered more desirable than the method of driving the main shaft through a chain drive. This latter method does not give immunity from breakdown owing to propellor or shaft damage. The installation of the smaller engine is independent throughout so that any failure of either plant will not affect the other.

The Elco 38-ft. Fisherman seems ideally suited for those whose sport takes them offshore where rough water may be encountered. They are exceedingly seaworthy and at the same time have sufficient speed to make the run to and from the fishing grounds without too much delay.

This type of boat with some modifications to the bridge and cockpit arrangement would also make an ideal tender for the larger racing yachts. The towing power is sufficient to pull a boat of even the "M" Class at a good rate of speed and there is ample space for carrying a spare canvas and light sails which racing boats require.

A Forecast of the Motor Boat Show

AT this season of the year as a relief from the monotony of winter the yachtsman naturally turns his thoughts to the National Motor Boat Show which opens its door at the Grand Central Palace, New York City, on January 17th. As in previous years, the Elco exhibit will be located in Port Elco, our permanent showroom, which adjoins the Palace

and which becomes part of the Motor Boat Show. One boat will also be exhibited on the main floor. Many visitors to the Show are puzzled in finding themselves in Port Elco and cannot understand that they are in the same room in which they are accustomed to see the permanent exhibit of Elco boats. The exhibition of all the larger boats in the Show is made possible only by the very large entrance through Port Elco.

The Elco Works will again exhibit their complete fleet of standardized cruisers in six models, from 26 to 50 feet. The larger models remain practically unchanged except for alterations in interior arrangement on certain sizes. The Veedette, introduced at the Show last year, will be practically the same and will undoubtedly prove more popular than before, now that she has a season of successful service behind her.

Of particular interest is the new 35-ft. Cruisette which will be announced for the first time at the Show. This remarkable boat successfully combines the features which made the Veedette popular and has, in addition, a large main cabin with excellent cruising accommodations for four persons. The cockpit is capable of being entirely enclosed with a

solid structure, thus providing an additional cabin for two people, or it can be opened up into the normal type of cockpit protected only with an awning. It is impossible at this time to detail all the remarkable features and characteristics of this boat. Like the Veedette she will introduce what really amounts to an entirely new type of cabin boat to the yachting world.

As in past seasons many members of the staff from the Plant at Bayonne will be in attendance, in addition to the personnel at Port Elco, and as always, many friendships will be renewed between owners of Elco boats and those who designed and built them.



Visitors to the Show find themselves in Port Elco, the same room which is the permanent exhibit of Elco boats.

ELCO Boating



What is Elco going to do in 1930

AT THE 25th Anniversary National Motor Boat Show at Grand Central Palace, New York City, January 17th to 25th (excluding Sunday the 19th) some startling answers to this question will be found. *Elco* cruisers are on permanent display at Port Elco, 247 Park Avenue, at 46th Street, New York City. (Plant and Marine Basin at Bayonne, New Jersey.)



The Water-mark of Quality

Monel Metal Shafts

"stand immense strains at high speeds"

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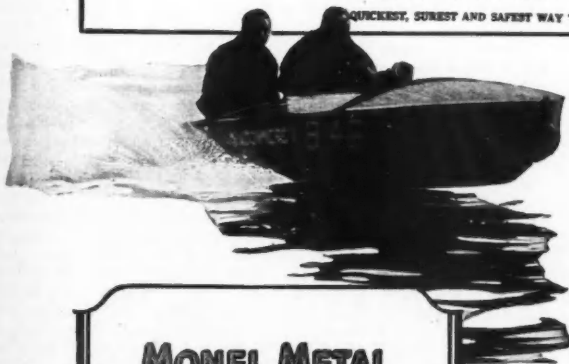
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HADLEY-BUILT 151 HYDROPLANES FINISHED FIRST AND THIRD IN THE GOLD CUP 151 LIMITED CLASS RACE AND SECOND AND THIRD IN THE 151 UNLIMITED CLASS RACE HERE YESTERDAY STOP ALL BOATS WERE EQUIPPED WITH MONEL METAL SHAFTS STOP HEREAFTER ALL HADLEY HYDROPLANES WILL BE EQUIPPED WITH MONEL SHAFTS AND FITTINGS THROUGHOUT AS THEY STAND THE IMMENSE STRAINS AT HIGH SPEED=

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At left: Meadowmere II, winner of 1929 Gold Cup race for 151" limited class hydroplanes, powered with a 110 H. P. Peerless marine engine and a Monel Metal shaft 1" diameter by 9' 6" long. Built in 1928 for Mr. Christopher Ripp of Bayhead, N. J. by CLIFF S. HADLEY of Ozone Park, N. Y.

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National

Motor Boat Show

NEW YORK

January 17-25, 1930

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They are strong and tough as steel, more rigid and free from structural defects. They take a high polish which reduces wear on bearings and packing. They will not rust or corrode in salt water.

Ask your boat yard or machine shop about a new Monel Metal shaft for your boat, or write for more information.

SEND FOR BOOKLET—"MONEL METAL SHAFTS AND BRIGHTWORK"

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MONEL METAL

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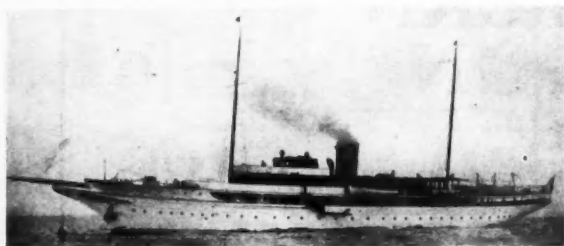
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Model U - 2, 3, 4 and 6 cylinders
16-60 H.P. 800-1000 R.P.M.



"The Fuel Is Prepared"

**CUMMINS ENGINE CO., Inc.
Columbus, Indiana**

CARIBBEAN BLUE

(Continued from page 35)

this watery trail I wished that I were a dwarf. Suddenly, the creek narrowed down to a mere ditch, eight feet wide. It was a ditch, dug by white men who ran a plantation a little bit further in the interior, to avoid carrying their canoes over a part of the creek's course, which had been nothing more than a mere bog four or five inches deep. We were grateful that the men who had dug this ditch had also cleared the banks of trees so for a little while we were free of the trouble of ducking our heads. But the canal ended soon and we resumed the ducking process.

Now the little metal skeg beneath the small motor's propeller kept striking the snags. I deemed it unsafe to use the motor any further and pulled the Johnson inboard. I helped myself to another pole like the one John was using and we pushed her along no faster than a turtle would swim. Most of our pushing was done not against the soft, sticky bottom, but against the stout sides of trees which lined the bank. These banks were gradually getting dryer and mangroves were giving away to lowland forest trees. After fifteen or twenty minutes of this laborious poling, with the sweat running down our faces and chests, we swung around a bend and there before us were three canoes chained to the bank below a thatched roof raised on poles. The presence of the chains alone would have told us that these canoes were owned by white men. When the Indians wish to safeguard their dugouts they hide them in the bushes. Indeed, we were at the lower extremity of a large plantation owned by the firm of Anker Brothers in Livingston, and managed for them by A. W. Turner, whom I was to have the pleasure of meeting before very long.

John Devil made Stella fast to a stump and we walked up a foot trail perhaps two hundred yards till we came to the huts of a Guatemalan farm. In one which was used as an office was a middle-aged and very dignified negro who greeted us warmly. I asked him about reaching the Indian village of Coroso, which did not please John Devil, for John had been telling me all day about how to reach this village. But I had already learned that while John was an excellent man in a boat he was inclined to be somewhat vague in his information about matters pertaining to terra firma. The negro, who was the foreman of the farm, said that the village of Coroso was only some two miles away, but was over a trail which was not only steep but very rough. As I wanted to spend several hours in Coroso I decided not to visit it until the next day. Any way, the bush traveler soon learns that the habit of making camp early in the afternoon is a very good one to cultivate. So we asked permission to hang our hammocks under the thatched roof on the bank where we had landed.

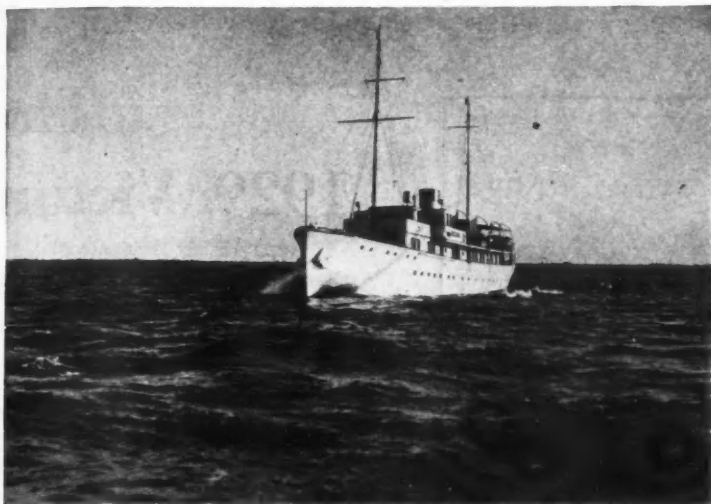
I was on my way back to this camping place after supper when I saw three black shapes playing about the trail near our sleeping place. Although my shotgun was in my hand, I took them to be dogs, and did not realize until too late that they were wild pigs or peccaries. This was my fourth trip to Central America, but it was the first time I had ever seen peccary, and I was chagrined at my failure to recognize them in time to shoot. Roast peccary would have been a welcome addition to our rather scant larder. Yet if there were more peccary in the tall grass just off the trail it may have been just as well that I did not shoot at the three. One constantly hears stories of hunters who, after shooting one or two of the wild pigs, have been treed by the angry pack. Perhaps these tales are just as much exaggerated as those about the so-called jumping tommygoff, a snake which is alleged to have the ability to leap seven or eight feet. I only know that the natives seem to have a very healthy respect for a herd of wild pig. They say that if you kill the hindmost member of the herd as it proceeds across the trail the others will not bother you, but if you shoot one of the leaders you are apt to find yourself in trouble.

John Devil was already in his hammock and I was shaking out my blankets when I saw a large dark shape in a tree overhead. Perhaps it was the disappointment over missing the peccaries which led me into the wantonness of shooting without knowing what I was shooting at. At any rate, I had hardly pulled the trigger on the right barrel of my twelve-gauge Ithaca when the shape fell to the ground with a heavy thud, and proved to be a tremendous brown owl. Oliver L. Austin, Jr., the naturalist of the expedition, who had gone back to the United States a few days before this, having completed his work in Central America, had impressed upon me his great interest in owls and had urged me to shoot any I might chance to see. I therefore resolved to try to skin this owl for Austin the next day.

But the next day there proved too many other things to interest me, and if that poor owl was a member of an unrecorded species ornithologists cannot prove it by my efforts.

I awoke with the pleasant smell of burning wood in my nostrils. John Devil was preparing to make breakfast. While he

(Continued on page 90)



*The Olive K, built by DeFoe Boat & Motor Works,
Bay City, Mich., for Charles F. Kellering,
General Motors Corporation.*

Designed by Cox & Stevens, and John H. Wells, Inc., New York, working in conjunction, the Olive K is the last word in design and equipment. She is 170 feet long, 24 feet beam, 10 feet draft. She has two 500 h. p. Winton Diesel motors, steel hull and houses, Sperry gyro stabilizer, automatic steerer, fathometer, etc. Other DeFoe yachts built this season, on which Climakote was used for exterior and interior, are, Yoreda, Verona J, Robark, Bonny II, Barbett and Marnell, ranging from 61 to 140 feet.

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TECHNICALLY known as a "flat white," CLIMAKOTE is an extraordinary achievement in marine boat paints. A priming coat and a surfacing coat, it builds up in fewer coats, dries fast, sands easily and yields a glass smooth, tough, elastic, resistant surface which permits unusually fine finish. Three coats can be applied in a working day. Only the final coat need be sanded.

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CLIMAX BOAT PAINTS

Consistent winners *everywhere*

These 1929 Victories

(right) Harold Chapman receiving the coveted Pulitzer Trophy after winning the 'Round Manhattan Marathon in 58 minutes. Kirk Ames, another Mobiloil enthusiast, whose picture is shown here, took Class B honors in this race. Chapman also won the Newark to Staten Island Marathon, run July 20.

(below) Kirk Ames, Class B winner in the 'Round Manhattan Marathon.



(above) Harold G. Ferguson shaking hands with Dr. Baughman owner of "Blue Streak II", after making a clean sweep of all ten events at the Mid-winter Regatta on Lake Elsinore—including four new records. Ferguson took the Class B National Championship at Peoria by driving 40.43 m.p.h.

(below) Edward Hauptner, well known Eastern driver, who has used Mobiloil exclusively since 1927. Hauptner holds the National Three Mile Record in Class B.



Miami Beach Regatta, Miami Beach, Fla.—March 20-21

Nine first places out of a possible thirteen. Malcolm Pope won the Colonel Green Trophy.

Albany to New York Marathon—April 20

A. J. Eckert, Jr. won the Class B award. B. F. Flower won the Class C award.

La Crosse, Wisconsin—June 2

Every place in Classes B and D, the Free-for-all, and Grand Free-for-all. 18 of 25 drivers used Mobiloil.

Newport Beach Regatta—June 15

First Warren Ripple award won by Johnny Adams who piloted his "Crandall Comet" at the rate of 40.1199 m.p.h. to set a new B Class World's Record. New Class D Record of 47.28 m.p.h. set by H. G. Ferguson.

Chicago Journal Gold Cup Regatta—June 16

William Campbell won the Gold Cup and the \$500 cash prize. Dick Upsall took second place in the Gold Cup Race. John Maypole won first place in Class B. Sixteen out of 24 racing drivers used Mobiloil.

Olympia to Juneau Cruiser Race—June 16-23

1st place—Captain Richard Froboese (made 783-mile non-stop run). 3rd place—William Reed.

Around Manhattan Island—June 30

1st place—Harold Chapman—winner of Pulitzer trophy. B Class winner—Kirk Ames.

Peoria 200-Mile Marathon—July 4

2nd, 3rd, 4th and 5th places. First place in Classes C and D.

rely on the New Mobiloil

sweeping explain why

Newark to Staten Island Marathon—July 20

Won by Harold Chapman.
Six of the nine boats to finish used Mobiloil.

Hadsell Beach Regatta, Lake Elsinore, Cal.—July 28

Mobiloil won *first place in all ten* outboard events. "Blue Streak IV", using two pilots, H. G. Ferguson and "Chuck" Hall, won every race of the Regatta, using Mobiloil, against a field of 60 competitors, some former record holders.

Plain Dealer Outboard Marathon, Cleveland—Aug. 21

Class B—1st, 2nd, 3rd places.
Class C—1st, 2nd, 3rd places.
Class D—1st, 2nd places.
Class E—1st, 3rd places.

Kansas City to St. Louis Marathon (408 miles)—Sept. 2

First place won by Howard Ingram (also winner in 1928). Second place won by P. P. Covert. Third place won by Jack Lauff.
All who finished were Mobiloil users.

Balboa Regatta, Balboa, Calif.—Oct. 6-7

3 New World's Records.
4 New American Nautical Mile Records.
6 New American Statute Mile Records.
The Field International Trophy won from England by H. G. Ferguson.

Peoria National Championships, Peoria, Ill.—Oct. 12-13

B Class, National Championship—H. G. Ferguson 40.43 m.p.h. D Class, National Championship—Dick Upsall, 44.65 m.p.h.



(left) S. E. Thomas presenting the famous Chicago Journal Gold Cup to William Campbell. First place in the Free-for-all also brought him a \$500 cash prize.

(below) Dick Upsall, second place winner in the Chicago Journal Gold Cup Race, receiving a cup and medal from Gordon C. Gillier, President of the Mississippi Valley Power Boat Association. Upsall later won the Class D National Championship at Peoria with a speed of 44.65 m.p.h.

(below) John B. Maypole, winner in Class B and Class C at La Crosse, Wis.—winner Division 2, Class B, Lake Geneva, Wis.—first place in Class B, Chicago Journal Gold Cup Regatta.



THE country's great racing drivers rely on the New Mobiloil because it is scientifically correct for modern, high-speed outboard motors. It helps them *win* races.

There's a specific grade of the New Mobiloil made to fit your particular type of motor. And you will find Mobiloil for sale in every state in the Union and all foreign countries.

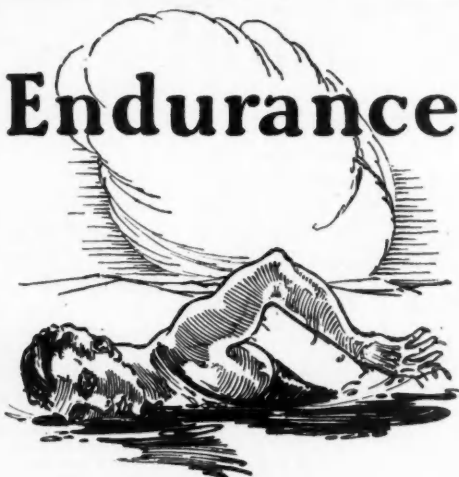
the New 
Mobiloil

(left) Johnny Adams in his "Crandall Comet". Adams won the first Warren Ripple Award at the Newport Beach Regatta by driving this boat 40.1199 m.p.h.—a World's Record in Class B.



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Endurance



Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

MARINE MOTORS

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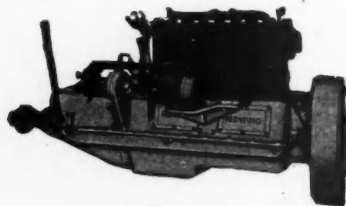
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For 28 years, these fine motors have shown their ability to "come through" under every condition of service, and prolonged stress.

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Sizes
4 to 150 hp.

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for
Catalog



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F. B. Eisenbrandt, Foot of Light St., Baltimore, Md.
L. L. Tripp, Foot of 7th St., Watervliet, N. Y.

CARIBBEAN BLUE

(Continued from page 86)

fried eggs, bacon and boiled coffee, I overhauled my moving picture camera, still camera and shotgun. I also made sure that I put in my trouser pocket the leather bag containing the small coins which I had made a point of collecting in Livingston. I wanted to buy any native manufactures of interest which the Coroso Indians might have to sell, and I had been advised that they would be more likely to prefer coins of the Guatemala Republic to such cigarettes, cigarette lighters, beads, jack-knives, pocket mirrors and other gadgets that we had used in barter with the Indians of Quintana Roo.

I was finishing a second cup of coffee when an old Indian came down the trail to get medicine for a toothache which was troubling him. He was tremendously grateful when I gave him a few tablets of aspirin. His visit gave me the useful idea of carrying with me to Coroso more aspirin, quinine and cascara. Very often the handing out of a little simple medicine will do more than anything else to establish goodwill for a white man among Indians.

The explorer is often asked how he hears of the ruined cities or the Indian tribes with interesting customs or manufactures, the discovery or study of which he makes the object of his expeditions. It may throw light on this question to reply that, other things being equal, the most successful archaeological or ethnological explorer is the man with a good pair of ears who has the ability to mix with all sorts of people and to win their confidence. Go to a region where ruined cities and interesting Indians are pretty sure to exist and then listen, listen, listen. In the towns visit cantinas, hang around the lobbies of the little hotels where congregate mahogany cutters or the men who gather the chicle which is the basis of chewing-gum. Gain the confidence of as many people as possible and do not be too particular about their social background. You are just as likely to get useful information from an Indian laborer as from the representative of American or European capital who directs his operations. Men of the chicle and mahogany camps are fine, courageous, rough and ready types, nearly always hospitable and generous to the stranger who behaves himself.

Every year from one to a dozen lovely towns or splendid cities are discovered by archaeological explorers in Central America. But in nearly every case these discoveries are the result of the archaeologist taking advantage of tips given them by men whose business it is to comb the bush for mahogany or for the trees which give chicle. I pumped the old man with the toothache for information about the native manufactures of the Indians of these parts. He said that they made very little themselves except sandals, and *costeles*, the bags in which these Indians carry great burdens on their backs. He said they were accustomed to get many of the things they needed, including *huipiles* (dresses for the women), from Coban. In a direct line overland this place is some eighty or nine miles from Coroso. But although so doing adds perhaps fifty miles to their journey, the Indians prefer to make the trip most of the way by water. (They go down the Sarstoon, along the coast to Livingston, up the Rio Duke, through the Golfeite and across Lake Isabal.) When I asked if the people hereabouts did not make any musical instruments, the old man brightened up. He recollected that a man named Manuel Cho, who lived at the village of Coton, had made a harp. Coton is a village two or three miles further into the bush than Coroso. The old man said he would direct us how to reach Manuel Cho's house.

The trail to Coroso was rather rough and it was decidedly hilly. I was glad to have the old man with us, for there is not much good feeling wasted between Indians and black Caribs or any other type of negro, and I did not think that the presence of John Devil would be nearly so useful to me in the bush as it had been on the water.

When we reached Coroso it was obvious that the Indians of this place were shy and anxious to avoid unnecessary contact with the white man, who dominates the whole country, and with the negro, who is crowding in every year from the coast. Neither Coroso nor Coton are villages in the sense in which the reader will be familiar with that word. That is, neither of them is a collection of huts in close juxtaposition to each other. Each hut is two or three hundred yards or even a quarter of a mile from its nearest neighbor. The trails which connected one house with another were very tortuous and would be hard for a blundering stranger to follow in a hurry. Each hut was placed on the top of a little knoll—a position easy to defend. In other parts of Central America Indians gather together in closepacked communities, but it was obvious that these natives thought they had some reason to fear their civilized neighbors.

I bought some incense burners and *costeles*. After we had visited two or three huts, made, in the conventional way, of upright sticks covered by a thatch roof, the old man with the tooth-

(Continued on page 94)

Two New

WHEELER PLAYMATES

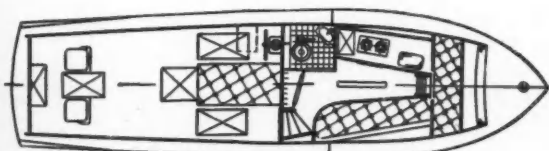


33-FOOT SUPER PLAYMATE



40-FOOT SENIOR PLAYMATE

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New 33-foot Fast Fishing Cruiser

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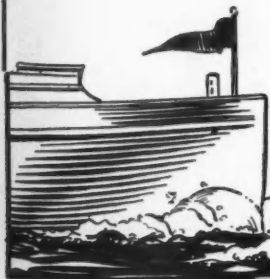
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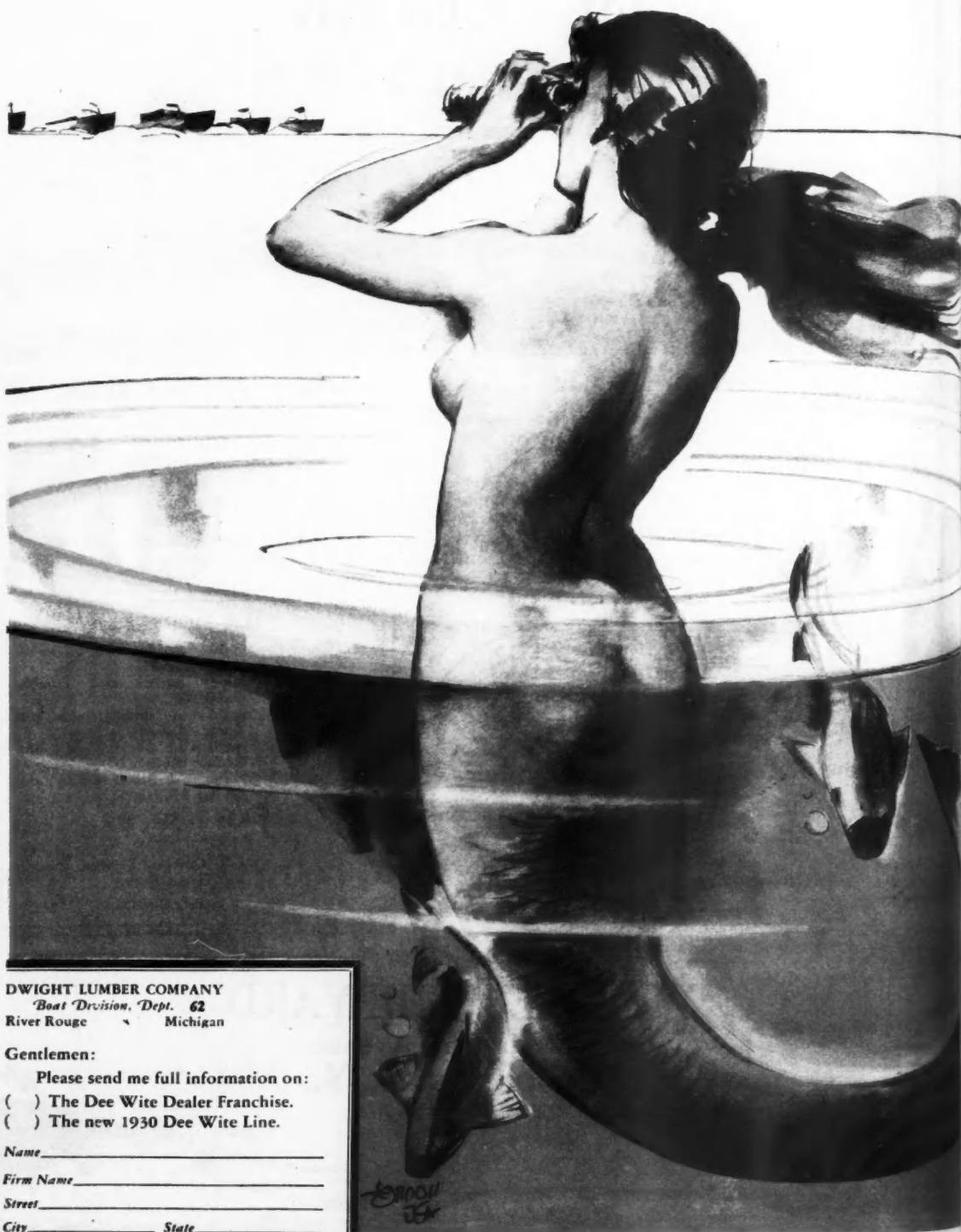
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THE boating world has long been waiting for just what Dee Wite announces for 1930—a complete line of runabouts of popular size and price, combining the finest quality of materials and construction, with up to date production and merchandising methods that insure the highest value and sales appeal. The 1930 Dee Wites are smart craft of original design and advanced refinements, built of genuine African mahogany, over solid white oak keels, frames and chines. There are 9 models with inboard power, and one for outboard, all completely equipped with many fittings and accessories generally sold to the owners as extras.

The 1930 Dee Wites are not untried—they come to the waiting market after months of experiment with all types of hull construction and with the finest marine engines produced. With manufacturing facilities unequalled in their field, further money has been lavishly spent to equip a complete experimental plant, under the capable guidance of the ablest boat building talent that could be secured. Nothing has been left to chance, or neglect; nothing overlooked that would make the Dee Wites finer, speedier, and safer. Endless labor has given these fine motorcraft the safety and ease of control that every buyer wants; ample financial backing has made possible the use of the finest building materials throughout; designing ability of the highest has made them among the most beautiful craft on the waters. The new Dee Wites have been designed to establish and maintain a reputation for unsurpassed quality.

The largest, most responsive, and most profitable market in the country has looked in vain for the motorboats that Dee Wite is now ready to give to it. Hundreds will buy this year, thousands will be told the story in national advertising, and Dee Wite dealers' sales figures will mount steadily to new heights. This is the greatest opportunity for financial success that has ever been offered the motorboat dealer.

To interested and responsible business men in many fields, the Dee Wite Dealer's Franchise offers a golden opportunity. Highly desirable territories are now open—and they will be rapidly taken up. If you are interested, and want success and profit—write, or wire today for full information.

DWIGHT LUMBER COMPANY

Established 1866

Boat Division, Department 62

RIVER ROUGE

MICHIGAN



Dee Wite

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

marine supplies in FLORIDA?

rely on HOPKINS CARTER
Palm Beach or Miami



Glistening nickel, brass — Wilcox, Crittenden Hardware — Erico-Kainer specialties — Lebbey searchlights—Hyde propellers.

A PAINT DEPARTMENT FOR BOATS

When crafts must be shipshape for the regatta, Hopkins-Carter can fill your paint requirements. The familiar brands are in stock — Woolsey's-Smith's-U.S.N. — Valspar—any boat paint that has made its reputation.



GULF STREAM TACKLE



Excellent fishing equipment is a matter of pride with Hopkins-Carter. Our stock comprises remarkably fine rods and reels for the man who goes out to the Gulf Stream. Here are a hundred fishing accessories to engage your interest.

JOHNSON MOTORS AND SERVICE

There are days and nights on Biscayne Bay when the lucky man has a Johnson outboard. Our service department will keep your motor in excellent condition—tuned for cruising or racing.



THE HOPKINS-CARTER
HARDWARE COMPANY
Marine Supplies

Miami

Palm Beach

Miami Beach

CARIBBEAN BLUE

(Continued from page 90)

ache departed for his own residence. As soon as he left us it became noticeable that the natives were more afraid of us than they had been. The women and children were especially wary. The costume of the latter was that in which they had been born, with the occasional addition of a string of beads. The women wore a sort of skirt or apron about them from the waist to the knees, but otherwise were naked. A girl of about eighteen, who was picking some stuff which looked like cotton from a pile of the pods of a tree on the ground before her hut, fled to the interior to join her small brother when we came out of the bush. Another woman, at whom I surreptitiously snapped a few feet of motion picture film, exhibited abject horror on her countenance when she turned and saw me aiming the camera at her. With a shriek she dashed into her home and put up in its place against us a flimsy door of sticks lashed together by vines.

John and I left in one of the huts the things we had bought in Coroso, and went on to Coton. After losing our way two or three times we at last found the hut of Mr. Cho, the man with the harp. This instrument was really worth coming a long way to see. It was of unpainted, unvarnished wood, held together by nails and glue. The strings were of pig gut. The moment I saw it I determined to buy it; George G. Heye, the director of the Museum in New York which bears his name, had told me that he particularly desired native musical instruments.

The Indian owner was unusually easy to deal with. After astonishingly little haggling we agreed upon the price of four dollars for the harp. Then, after taking pictures of Mr. Cho and his family, we decided it was time for lunch. This consisted of a bottle of ginger ale, a small glass jar of dried beef, and tortillas which we bought from Cho's wife. Several starved looking dogs hung about our feet hoping that some particulars of our meal would drop into their mouths. The usual row of eighteen-inch sticks had been stuck in the earth at the doorway to keep dogs out, and as usual was proving entirely inadequate.

Cho's wife asked timidly if she might keep the empty ginger ale bottle, and empty dried beef glass, too. Our consent obviously filled her with joy, which was shared by her small daughter, who wore a necklace of cheap Guatemalan coins, in the midst of which was the tiny glass bulb of a pocket electric flash light. The child's mother explained that this was a home-made necklace. Usually, she added, they get their necklaces from Coban. They also go to Coban to get married. The Cho family seemed shocked when I told them about meeting an American in Livingston who was said to have bought several Indian girls as wives. They declared they had never heard of an Indian family selling a daughter for such a purpose.

Feeling that the meagre luncheon which we had just eaten had not been sufficient, I asked if there were any pineapples to be bought. Cho said we could get them at a nearby hut, and directed us how to reach it. On arriving there I bought two large, juicy pineapples at ten cents apiece; we trimmed off the prickles with our machettes and each consumed a pineapple on the spot. Noticing a little boy of seven smoking a cigar, I made inquiries which resulted in my purchasing a handful of cigars at a cent apiece. And they were not so bad, either.

When we were ready to go back to camp we had acquired far more purchases than we could carry, so I hired two Indian boys to help us as *cargadores*. The Indians were eager to sell for there is no doubt that the prices I paid were liberal. But this was due more to intention than gullibility on my part, if I do say so. It would be a help as I went further into the country if word should have preceded me that a white man was coming who was very liberal with his silver. As an example of the prices I paid, I take from my note-book the following: One loom, \$2.00; a sack, a basket, and two incensarios, \$1.70; one sack (costel), fifteen cents, two gourd vessels with incised decorations, fifty cents.

These Indians of Coton and Coroso, like practically all the Indians on the south bank of the Sarstoon river, belong to the Aekchi tribe, which is allied to the Maya. They are a quiet, courteous, kind, gentle and orderly people. We saw no drunkenness among them, although probably if we had followed them on their visits to Coban we might have caught some of them on a spree. Drunkenness, of course, is the besetting sin of the Mayas of British Honduras and Yucatan.

The Kekchis have few wants. They raise pigs and corn, selling the pigs to the whites, who also buy as much of the corn as is not needed for the consumption of the aforesaid animals and their native owners. Pigs and corn have brought good prices recently and the Indians are prosperous. The Kekchis, like their Maya cousins, have probably not more than a fourth or a fifth of the ability they had a thousand years ago, but they are still a good people.

The following morning John Devil and I turned out at five
(Continued on page 96)

The
HOLLEY

DOWNDRAFT CARBURETOR

Positively does increase the horse power of your engine.

Reduces the fire hazard on account of its position on the manifold.

Automatically shuts off the gasoline supply if the oil pressure fails.

Will be standard equipment on 1930 models of five of the largest engine manufacturers in the Country.

HOLLEY CARBURETOR COMPANY
DETROIT, MICHIGAN

When your engine runs too hot—

—or too cold

you should know it immediately

THE MOTO METER name insures the accuracy and dependability of this instrument which enables the pilot to keep in constant touch with his engine. If it is running too hot or too cold he knows that something is wrong—and knows it in time to find out what that trouble is and correct it before it becomes serious.

Model "H" Dashboard Type MOTO METER

The dial is connected by a flexible tube with the rubber outlet hose from the water jacket.



Installation is easy. Both bezel and casing are nickel plated. Model "H" sells complete for \$8.00.



MOTO METER

GAUGE & EQUIPMENT CORPORATION
5 Wilbur Avenue Long Island City, N. Y.

CARIBBEAN BLUE

(Continued from page 94)

o'clock and went back to Coton and Coroso for more shopping. At ten o'clock we were back at our camp, and the pile of the things we had bought was just about all we could get into the little Stella. My next objective was the camp of the Bradley Lumber Company at the head of the main or south branch of the Sarstoon, but I wondered if it would not be the part of wisdom to return first to the Carib settlement at the mouth of the river and park our purchases there. I was debating this as we poled Stella down the creek when we sighted a canoe containing an Indian and a white man coming up stream. The latter turned out to be A. W. Turner, manager of the plantation we had just left. The two little craft met at the upper end of the canal and Mr. Turner and I got out on the bank to pow-wow.

Picturesque in high boots, riding breeches, silk shirt and wide, floppy felt hat, the Englishman struck me as a thoroughly delightful fellow. He was most obliging, as his co-workers in the firm of Anker Brothers had already been. When I told him I was interested in finding ruins left behind by the ancient Americans, he promptly volunteered that there were the remains of a large town only about a mile southwest of the mouth of the Sarstoon. He said it was on land owned by a Guatemalan gentleman, Senor Milesio Milian, and he suggested that I call on this planter and say that he, Mr. Turner, had sent me.

Of course, this alluring information decided me to return to Sarstoon village immediately. At the down-stream end of the canal we found the big motor boat which had borne Mr. Turner up the river, and on passing it pulled in our poles and fixed the little Johnson on our stern again.

As soon as we reached Sarstoon we sought out Senor Milian, the buildings of whose plantation, *La Ganelario*, lie about three hundred yards southwest of the Carib huts at the water's edge. Senor Milian proved to be a dignified and very hospitable Guatemalteco of upper middle age. He insisted that we have lunch with him before we go to see the ruins.

When I had eaten all the fried fish, rice and baked plantain I could hold, John Devil and I returned to the water's edge. Just a few feet seaward from our landing place a large creek empties into the Sarstoon. We put Stella into this creek and after navigating it a hundred yards found Senor Milian waiting for us in his dugout canoe. He came aboard Stella and we took the canoe in tow. (We had already parked our harp, and other ethnological loot in the main dwelling place of the Carib fishermen.)

This creek had several branches, but we followed the main stream for about a mile until Senor Milian directed us to moor against the steep bank at a point where a trail comes down to the water. After plodding up the trail some minutes we emerged onto a wide clearing. Milian's men had cut down the trees and bushes preparatory to planting corn. In the midst of this clearing are the ruins. Altogether the remains of the ancient city cover some twenty-three acres, in the estimate of our planter host.

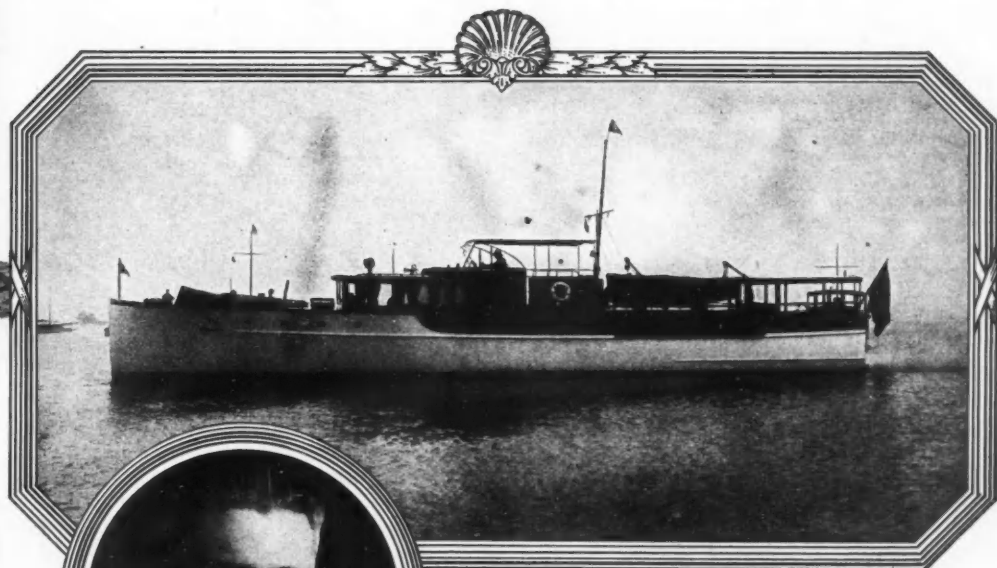
The ruins were very far gone in desuetude, and it would be risky to hazard an estimate of their original nature without a good deal of investigation. There are two very large mounds with the remains of buildings on them. The ancient builders of the southern part of the Maya area were often inclined to use an acropolis, or large raised mound, as a support for the public buildings which formed the center of their city. The more interesting of the two large mounds at this site was some one hundred and sixty yards long by about thirty yards wide. There was some evidence that it had been fortified.

Senor Milian said that he had known of these ruins for several years, but that they had never been investigated by an archaeologist. This fact was substantiated by the absence of any mention of such ruins on the excellent archaeological map which I had with me, a map made by Franz Blom and Oliver Ricketson for the Peabody Museum of Harvard University.

The planter said that the Indians called the ruins *Ollitas*, meaning in Spanish Little Jars, because of the many small jars or pots which had been founded scattered about the mounds. He said that he himself had removed from this land scores of small pottery figurines, and from his description I judged them to be very much of the type of figurines found at the ruins of Lu-baantun, a few miles away in southern British Honduras.

Ollitas occupies a superb position. To the east and northeast lies the sea, with the mouth of the Sarstoon less than two miles off in the latter direction. Less than a mile away to the southwest looms the great rampart of Sarstoon hill. The discovery of the ruins of Ollitas lent strength to my theory that the Sarstoon was part of a route which was used to avoid the long water voyage around the peninsula of Yucatan. Ollitas would have commanded that route, and served as a fitting out point for the great canoes which carried the pottery and textiles of the Maya manufacturers to South America, and which came back from the south laden with emeralds and pearls.

(To be continued)



W. J. McINNIS

The Balkim and three other 75 foot cruisers being built from Eldredge-McInnis, Inc. designs are to be equipped with TOBIN BRONZE.

Mr. W. J. McInnis has used **TOBIN BRONZE** for 18 years

W. J. McInnis, prominent Boston marine architect, President of Eldredge-McInnis, Inc., says:

"We have found through an actual experience extending over eighteen years that TOBIN BRONZE has a greater tensile strength than naval bronze, naval brass or other alloys which are frequently offered as substitutes. That's why TOBIN BRONZE is used on over 90% of our boats. We specify TOBIN BRONZE not only for shafting but also for rudders, center boards, hull plates, bolts and rods."

Insist on TOBIN BRONZE* an exclusive product of the American Brass Company. The name rolled in the metal identifies it.

*Trade Mark Reg. U. S. Pat. Off.

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General Offices: Waterbury, Connecticut

ANACONDA COPPER BRASS BRONZE

Among other well known boats designed by Mr. McInnis are the A. C. F. Cruisers of American Car & Foundry Co. In the light of his experience it was only natural that he specify TOBIN BRONZE for shafting and underwater parts.

Banfield "32" Runabout has a seating capacity for fifteen people. Spacious aft cockpit has room for placing wicker or folding chairs for additional guests.

Powered with 200 H.P. Sterling or Kermath engine. 30-33 M.P.H., \$6,500.

Afloat Atlantic Highlands, N. J.



Youn

BANFIELD

AS your boating education progresses you will realize as others have that the BANFIELD SEA-SKIFF is the one boat which gives a perfect blending of safety, comfort, sea-ability, ruggedness and durability. It is the boat to which you will eventually turn for the acme in all-around boating satisfaction. For cruising, commuting, fishing, pleasure outings or tender service there is no boat better fitted for the purpose.

Banfield boats offer the only complete line of cruisers and runabouts employing the fundamental and proven safety principles of genuine dory sea-skiffs. They are the safest high speed boats for deep water service.

In the Banfield line for 1930 you have a selection of nine models in a wide price range. Six cruisers—four thirty-two footers, single and double cabin, with accommodations for four to six people, and speeds up to 30 miles an hour. Two thirty-eight foot cruisers, single and double cabin, with accommodations for six to eight people, and speeds up to 22 miles an hour. Three runabouts: twenty-two, twenty-six and thirty-two footers, seating eight to fifteen people, and speeds up to 33 miles an hour.



Banfield "32" DeLuxe Cruiser has overnight accommodations for four, plus forward cockpit. Equipment includes built-in Lux fire protection system.

Powered with 106 H.P. Chrysler, 20-22 M.P.H., \$6,950. Powered with 200 H.P. Sterling or Kermath engine 28-30 M.P.H., \$7,950.

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DISTRIBUTORS AND DEALERS

Now is the time to apply for franchise rights in your territory. Large extension of Banfield plant and production makes possible this lucrative opportunity for live aggressive dealers. Write or wire today for full particulars.



Banfield "32" Standard Cruiser has over-night accommodations for four people.

Powered with 106 H.P. Chrysler, 20-22 M.P.H., \$6,250. Powered with 200 H.P. Sterling or Kermath engine, 28-30 M.P.H., \$7,250.

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Next Boat SEA-SKIFF

Banfield Sea-Skiffs are built of finest selected materials. For example, all planking is clear mahogany with copper rivet and brass screw fastenings to steam bent white oak frames. All hardware and metal trim is of brass. Monel metal shafts and Goodrich Cutless bearings are standard equipment on all models. DeLuxe model cruisers are equipped with built-in Lux fire protection system.

The new Banfields are priced from \$2750 to \$15,000. You may purchase a Banfield out of income instead of capital. A nominal initial payment makes you the owner of the world's finest sea-skiff.

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PLANT: ATLANTIC HIGHLANDS, NEW JERSEY
LARGEST BUILDERS OF SEA SKIFFS IN THE WORLD



Banfield "26" Runabout has a seating capacity for twelve people.

Powered with 106 H.P. Chrysler, 21-25 M.P.H., \$4,250. Powered with 200 H.P. Sterling or Kermath engine, 35-38 M.P.H., \$5,500.

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WHAT THE NOVICE SHOULD KNOW

(Continued from page 38)

is taken as the linear measure of a one-minute arc of latitude on the earth's surface, equal to 6,080 feet. Now the word knot is used to indicate a speed of one nautical mile per hour. Therefore a speed of 10 knots (we do not say knots per hour) means that the boat makes 10 nautical miles per hour. According to the proper usage, if a person stated that his boat made 15 miles per hour, we would take it for granted that he was referring to statute miles of 5,280 feet; otherwise, if he meant sea miles, he should have said 15 nautical miles per hour or 15 knots, which is considerably faster than 15 statute miles. The conversion from statute miles per hour to knots is quickly made by considering the nautical mile the approximate equivalent of 1.15 statute miles. The term knot is derived from the old-fashioned chip log, used to measure boat speeds. A line was divided into sections of 47 feet 3 inches, at which intervals knots were tied. A chip of wood fastened to the end of the line, was cast from the stern of the boat, and while the chip remained motionless in the water the line was paid out over the taffrail. During a period of 28 seconds, the number of knots or 47-foot 3-inch divisions that passed out over the taffrail was the measure of the number of nautical miles per hour the boat was making through the water. This gave rise to the use of the term knot as a unit of speed.

Speaking of knots brings to mind the subject of knots of another kind, regarding which a few words might be in order. There are a great many different kinds of knots, hitches, and splices which can be worked in rope and used aboard a boat, but there are comparatively few that are used in ordinary small-boat handling. Probably the one knot that is required most often is the clove hitch, simple to make and one that can be counted on to hold regardless of the strain put on it. The clove hitch is almost invariably used to make a line fast to a bit or spile and is made in just a fraction of a second by taking two half hitches over a post in the same direction. Space does not permit here of going into the details of how these knots are made, as the subject is a lengthy one in itself. There are, however, plenty of illustrated articles available from which one may learn to tie the more useful knots, in the event that he does not have an experienced friend to help him, which after all is really the best way. Probably the most complete treatise of this sort ever published will be found in a series of articles which ran in MoToR BOATING from October, 1928, to May, 1929. Reference to these will acquaint the reader with the method of tying every conceivable knot, hitch and splice, from the simplest to the most intricate, including not only the most practical and useful types but also a multitude of those suited to ornamental and decorative purposes.

The bowline is another which should by all means be mastered. This knot produces a loop in the end of a line so that it cannot jam and will not slip regardless of the strain put on it. The bowline is very useful in boat work and is frequently made in the end of dock lines for convenience in dropping a loop over a post.

For joining two lines together, the square or reef knot is an old stand-by and the sheet bend is also handy for the purpose. Two half hitches make a convenient sort of hitch for temporarily securing a line to a post when there is no great strain and the fisherman's bend will prove valuable very often.

As for splices, the principal need for them passes out when the boat's propelling power is a motor instead of sails. The maze of rigging required on a sailing vessel generally calls for a knowledge of splicing, in order to join two ropes without a knot in such a manner that their combined thickness will not be so great as to prevent them from passing through a block. On a motor boat, this necessity rarely arises and a parted line is usually replaced by a new one. The eye splice is, however, almost indispensable. This consists of working the stranded ends of a line back into the body of the rope in such a way that it produces a loop or eye without a cumbersome knot. This splice will be useful in a great many places, as for example in securing a shackle on the ring of an anchor or to produce a neat loop in the end of a mooring line.

The method of whipping the end of a rope should also be practiced as this permits of finishing off the end of a line neatly, prevents it from fraying out, and makes it possible to thread the line through a small ring or hole.

In handling lines always practice the sailorly habit of coiling them down with the sun, that is, to the right or clockwise, not as a matter of superstition as it sometimes thought, but rather to prevent kinking by twisting against the lay.

Our point of view throughout these articles has been generally to point out most of those things which constitute stumbling blocks in the path of the average new boatman, and to outline the accepted methods of doing things in order to keep out of trouble

(Continued on page 104)

Christmas Gifts for the Yachtsman

Ships Bell Clock

No. 18

Solid cast brass head and mahogany case. Clock has eight-day jeweled movement. Regular eight-day bell ship strike. Height, 22½ inches. Width, 7¼ inches.



High Grade Combination ELECTRIC CIGAR LIGHTER

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Miniature Steering Wheel

This wonderful little symbol represents a steering wheel in miniature, measuring ¾ in. across the spokes. The rim is accurately turned and drilled, and is made of genuine Porto Rican cocoa-bola, dark red in color and finished with several coats of lacquer. Spokes and hub are heavily plated 18 karat gold.

Price \$1.50

Complete stock of Marine Supplies
TOPPING BROTHERS
159 Varick Street New York City

A practical and useful appliance which will prove ornamental as well as convenient. It will add distinction to your office, ship, home or yacht, and may be plugged-in to any electrical service outlet. Made for use with 110 volts.

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Regularly supplied with yacht pennant. Your own yacht club flag may be supplied to order at a small additional cost.



DECEMBER, 1929

The Dodge Boat Works Use Lycoming 8-In-Line Marine Engines as Standard in Their 26-Foot Runabout

**Nothing *Finer*
Can Be Said of Any
Motor Boat Than,
It is -**

**POWERED
BY
LYCOMING**

LYCOMING MOTORS

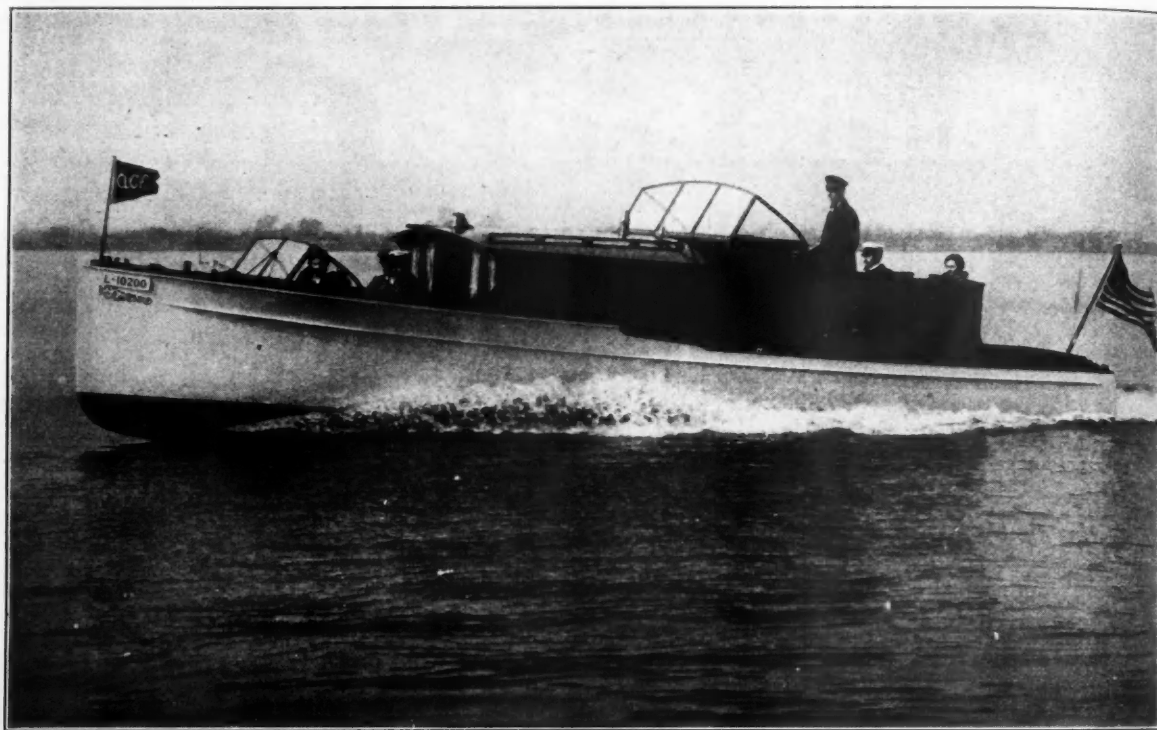
LYCOMING MANUFACTURING CO.
WILLIAMSPORT, PENNSYLVANIA

Lycoming Marine Engines are also Available to the Retail Trade

Mention McTear Boating, 57th St. at Eighth Ave., New York

TAKE A MINUTE TO LOOK OVER

THE NEW Q.C.F. 38' EXPRESS CRUISER



Here is a new cruiser, built to give you sheer enjoyment of every moment you spend aboard! It gives you speed and comfort. It is both a play boat for summer daytimes and a cruiser.

Under way, its two perfectly synchronized eight cylinder Q. C. F. engines deliver twenty-five silent, vibrationless miles each hour, without the slightest effort or strain. They are centrally controlled, responding instantly to your direction.

The "38" is a large boat, yet it manoeuvres with an almost uncanny ease . . . at maximum speed, in the roughest of blows, and when making landings in confined waters.

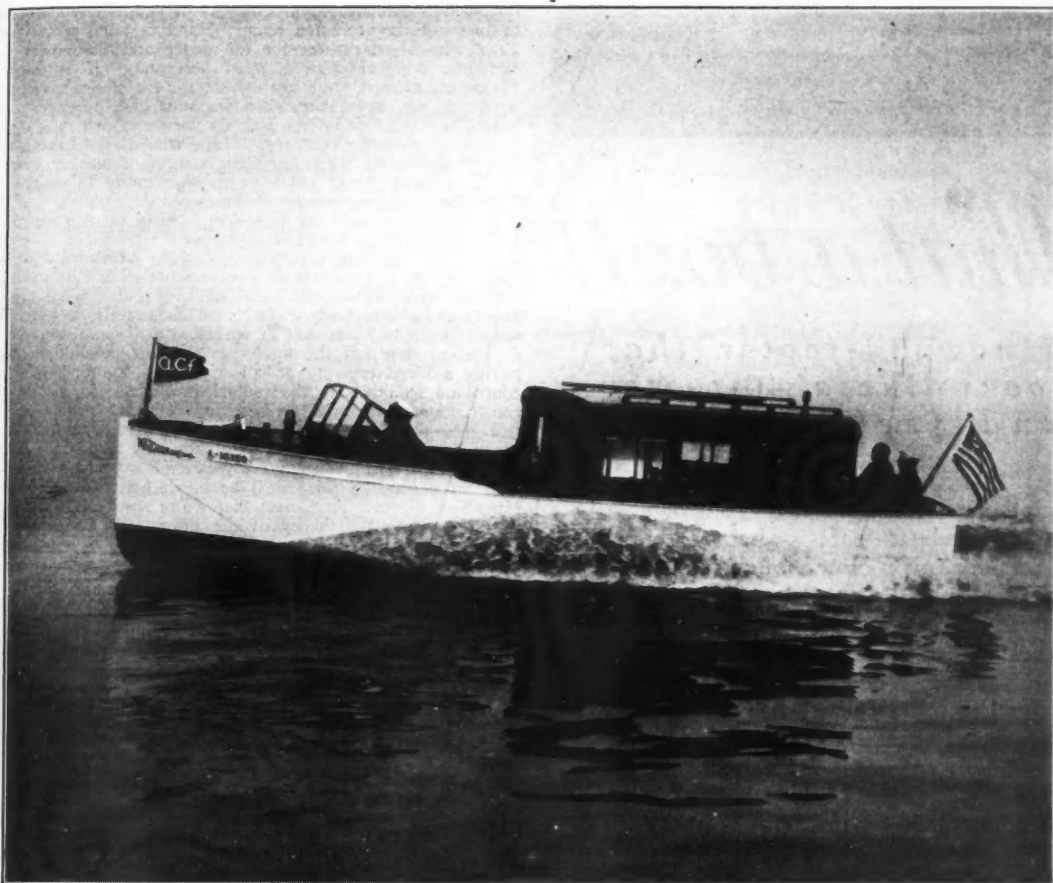
Cockpits . . . fore and aft . . . are roomy for lounging and sports. The cabin has every comfort for cruising . . . full size berths, compact galley, a large lavatory and toilet room. The "38" is complete in every way, ready to take to sea immediately. It is a real boat, that won't disappoint you. We'll tell you a lot more about it if you'll write.

q.c.f.

DECEMBER, 1929

THESE TWO NEW BOATS . . .

THE NEW Q. C. F. 30' CRUISER RUNABOUT



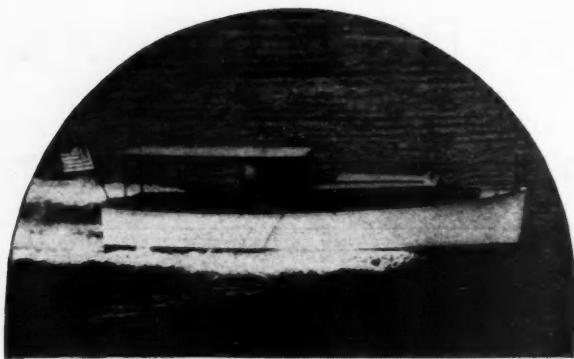
When Q. C. F. introduced this type of boat last year, it met with instant success! Here is an even better boat than the one you remember. : : The hull has been lengthened to 30 feet, giving this new boat a beauty surpassing the finest custom built boat of like size. The new design and the new Q. C. F. motor combine to deliver a speed of 21 steady miles, hour after hour. There is a new spacious after cockpit for fishing and swimming while at anchor. : : Here you have again a speedy runabout for daytime, combined with the advantages of a cruiser. It has room for sports and comfort for cruising. It is equipped to the last detail . . . comfortable berths, galley, toilet and lavatory. : : There's a lot more to say about this boat too! Won't you write for information today?

Both of these new boats give you examples of Q. C. F.'s ability to give you utmost value for every dollar you invest. Only a large organization, with tremendous resources can give you so much in a boat for so little.

q.c.f.

AMERICAN CAR AND FOUNDRY COMPANY
217 WEST 57TH STREET • NEW YORK

Mention MoToR BOATING, 57th St. at Eighth Ave., New York



What a boat!

—a new 34-footer that looks like a 40-footer and feels like 45!

A 34-FOOT hull that's graceful as a streamline cabriolet—comfortable as a houseboat—safe as being ashore! After-cockpit roomy enough for bridge and tea—a cabin that sleeps four, with extra inches of room that seem like extra feet! A for'd cockpit that's a genuine innovation. The newest conveniences of galley, toilet and storage lockers. A wonderful boat—a beautiful marine home—an economic masterpiece which once again proves that "It costs less to build better boats in Maine."

Write for illustrated literature and be sure to see this epoch making craft at the Motor Boat Shows.

The New
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"Marblehead"

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403 Pool Street
BIDDEFORD MAINE

N. Y. Boat Service Corp.
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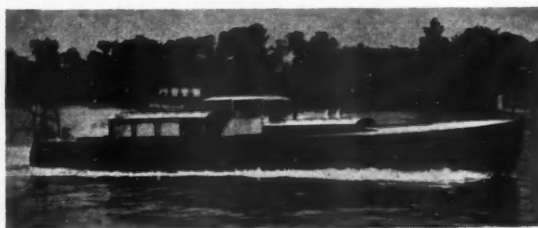
WHAT THE NOVICE SHOULD KNOW

(Continued from page 100)

insofar as possible. Naturally, the practice of these principles is going to be up to the individual himself. To some it is going to come largely as a matter of course and they will do things instinctively in the right way. Others may find it a little more difficult at the start but having once mastered the fundamentals, their experience will stick with them.

When all is said and done, this whole business of boating is not such a complicated proposition—it simply involves the use of just ordinary common sense. Hand in hand with it should go a wholesome respect for the water and the power of the elements, together with a good percentage of foresight and reasonable caution. We say respect for the water advisedly, for if we do not have that when we start out, we are certainly taught it sooner or later. Nor do we mean fear when we call it respect—quite the contrary. Those who do not have a natural love of the water born into them, acquire it quickly when they begin to handle boats and have an opportunity to study at first hand the changing moods of the sea.

So let's start out and tackle this thing in the logical way. If we want to go about it right, we'll take it in easy stages. Let's first of all begin with a small boat which we can handle and take care of ourselves as a one-man boat, and let's not figure the first year on any trans-Atlantic voyages. We'll rig it up plainly and substantially, rather than elaborately, largely for the sake of simplicity and ease of operation and maintenance. We'll do just as much of the work ourselves as possible, instead of having a hired crew to do all of those little odd jobs which contribute so much to the fun of it. We'll go in for sturdy construction, substantial fittings, and reliable equipment, rather than trick accessories that are little more than ornamental. Let's try to be as practical as possible all the way through. That will help a whole lot. With a few years of experience behind us, with an outfit like this, we'll be much better qualified to try something bigger. And, now that we've spent all these months trying to study the theory of the thing, let's go get the boat and go to it.



Two 150 h.p. Kermath engines power this 45-foot day cruiser owned by a French official, and drive her at 33 m.p.h.

A YACHT BASIN ON THE ST. JOHNS

For the purpose of creating a yacht basin in the heart of a winter cruising paradise to welcome visiting yachtsmen and make their stay in these waters agreeable at a minimum expense and to provide them with every possible comfort and service, the Huckins Yacht Corporation of Jacksonville, Florida, has established the Florida Yacht Basin at Jacksonville on the St. Johns River. Primarily it has been created as a winter base for Fairform Flyer owners, although it is also available to members of leading yacht clubs who own other craft.

It is the down-town station of the Florida Yacht Club and is located within a few minutes' drive of the heart of Florida's largest city, far enough removed from commercial activities to be quiet and restful. Through selected connections with leading hotels, reliable markets, groceries, ice manufacturers, milk distributors, laundries, taxicab companies, drug stores and department stores, yacht owners are assured of the best and quickest service available, at prices identical with those paid by local residents.

For local yachts berths may be leased by the year at reasonable rentals or by the month from May to October. Yachts are also accepted for dead storage, with watchman service and other necessary care, at attractive rates. Skillful mechanics are available from the main Huckins plant for all sorts of in-the-water service. At the present time hauling on their own railway is provided for Fairform Flyers only, but through connections with other prominent yards they are in a position to handle the largest yachts afloat and perform all kinds of yacht service at reasonable rates.

The first authorized announcement of the new **1930 DODGE FLEET**



Boat dealers are invited to see the new Dodge fleet before making a too conservative estimate of their potential business in 1930. To those who are contemplating the retail sale of boats next year, an invitation is extended to see the 1930 fleet—and price range—of the motor boats that have set a world-wide standard for quality and now create new standards of speed and value.

Dodge pre-Show announcements have always been awaited as the forecast of the trend in motor boat design and value. Yet never before has it been possible to offer—even by Dodge—boats of unmatched quality at such uncopiable prices.

The great new plant of the Horace E. Dodge Boat and Plane Corporation, now being completed at Newport News, Va., has salt water at its very doors. Unusual natural advantages and modern plant design, now make possible the production of fine boats in quantities never before attempted by any other builder in the boating field. Dodge can now build finer boats in all the popular sizes, and at prices that were thought impossible before the name of Dodge brought its prestige to this great and growing industry.



25-FOOT RUNABOUT

125 horse power,
Lycoming motor, speeds
up to 32 miles an hour. **\$2500**
Seats 8.



25-FOOT RUNABOUT

165 horse power,
Lycoming motor, speeds
up to 38 miles an hour. **\$3200**
Seats 8.



25-FOOT SEDAN

165 horse power,
Lycoming motor, speeds
up to 34 miles an hour. **\$3900**
Seats 8.



16-FOOT RUNABOUT

40 horse power
Lycoming motor, speeds
up to 25 miles an hour. **\$945**
Seats 5.



21-FOOT RUNABOUT

115 horse power,
Lycoming motor speeds
up to 35 miles an hour. **\$2100**
Seats 6.



45-FOOT EXPRESS CRUISER

A double cabin, twin screw cruiser,
twin Lycoming motors of 300 h.p. each;
speeds up to 35 miles
an hour with 600
total horse power. **\$27,500**
Sleeping accommoda-
tions for 8.



28-FOOT RUNABOUT

165 horse power,
Lycoming motor, speeds
up to 32 miles an hour. **\$3700**
Seats 12.



28-FOOT RUNABOUT

300 horse power,
Lycoming motor, speeds
up to 45 miles an hour. **\$4500**
Seats 12.

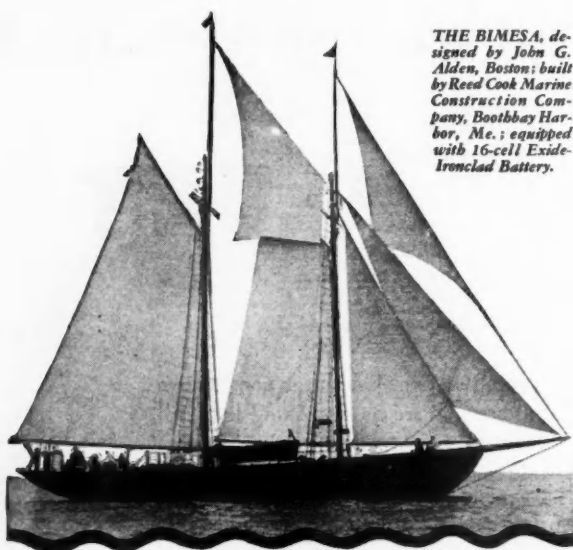


28-FOOT DE LUXE SEDAN

300 horse power,
Lycoming motor, speeds
up to 38 miles an hour. **\$5300**
Seats 12.

DODGE BOATS

HORACE E. DODGE BOAT AND PLANE CORPORATION, Sales Office, 3 East 52nd St., New York City



THE BIMESA, designed by John G. Alden, Boston; built by Reed Cook Marine Construction Company, Boothbay Harbor, Me.; equipped with 16-cell Exide-Ironclad Battery.

Auxiliaries need Reliable Batteries

Exides are designed to meet needs of any racing or pleasure boat

WHEN waves pile high and you must take in sail . . . it's comforting to know you have absolutely reliable auxiliary electric power. You can depend on Exides to furnish ample power for starting, radio, lights, hoists, pumps and many other uses.

New Method of Battery Operation

Exide-Ironclads are operated in a manner new in yachting circles—they can be floated in one series across the main bus with suitable generator adjustment. This enables the battery to function automatically and instantly in case of emergency—generator failure. The battery also absorbs peak loads on the generator, thus avoiding, to a large extent, fluctuating lights. The generators automatically charge the battery whenever they are in operation. Thus Exides are ready at all times to meet your every electrical need; to give perfect service steadily, reliably and economically. An Exide-Ironclad Battery need never be dismantled during its life, nor does it require internal cleaning.

Write for "The Yachtsman's Battery." And there's an Exide representative in almost every important coast and inland port.

See EXIDE booth
No. 2, 3d floor,
at 1930 New York
Motor Boat Show

Exide
IRONCLAD
MARINE BATTERIES

THE ELECTRIC STORAGE BATTERY CO., Philadelphia
Exide Batteries of Canada, Limited, Toronto

THE OHIO RIVER CELEBRATES

(Continued from page 41)

Queen City Boat Club had set the stage for a presidential regatta. Commodore McHugh with a score of gallant aides had lined up the boating interests of the Queen city; had secured crack hydroplane and outboard racing men from all sections of the country; had been granted sanction by the American Power Boat Association and was ready for Dedication Fleet and President combined. Rain ruined the plans for Monday night and a reception at Regatta Circuit Rider headquarters softened the disappointments.

While President Hoover unveiled a monument to the men who had first projected the river improvement plans the rain continued. When he was ready to embark on the natty little U. S. S. Greenbriar at 2 P.M. it still rained and blew. Off down the Ohio river for Cairo went Mr. Hoover, his escort of five federal steamboats, half a dozen regular river steamers headed by the Cincinnati, and the Queen City Club boys had no chance to show their wares.

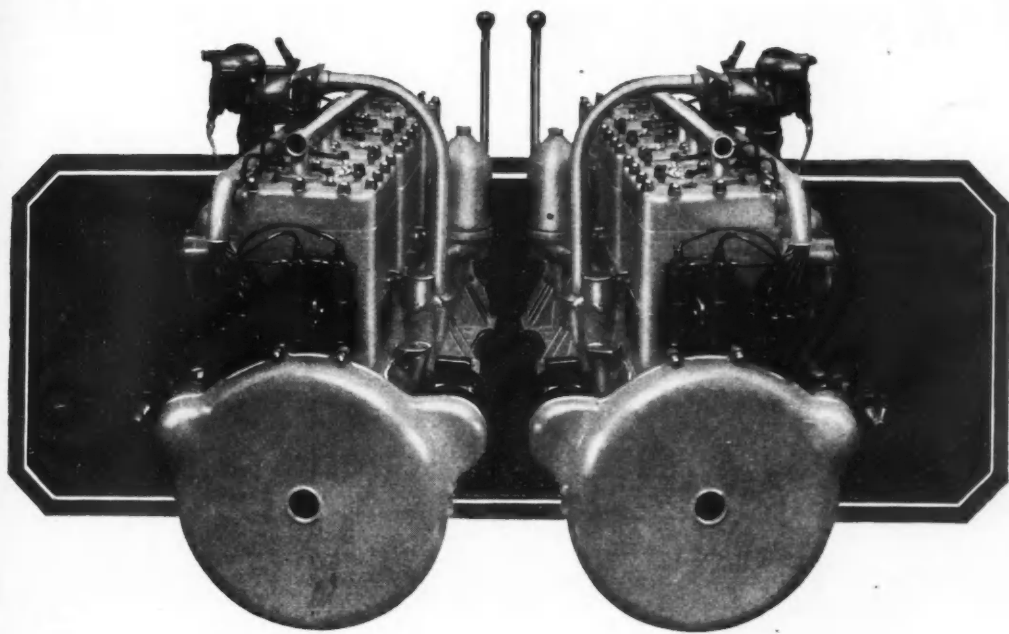
Following the lead of their fellow yachtsmen at the Queen City the Louisville boating men likewise attempted a celebration the following afternoon. Again it blew and it poured. They took it out in listening to President Hoover declare his purpose of pushing forward at utmost speed every river and harbor improvement project now under way in this country. The earnestness of Mr. Hoover in this movement was a revelation and a joy to every boating man who heard his speech. Untold thousands heard that speech too, for it was broadcast by all the important radio networks in this country. It fixed once and for all a policy which means to the yachtsmen of this country waterways and harbors on a parity with the hard roads and super-highways now provided for the autoist. As the hard roads built the automobile industry, so will the improved waterways build the boat industry. The great Ohio river, over which all the fuss and excitement was being made, represented the first great improved waterway in the Middle West. President Hoover declared that the Upper Mississippi, the Missouri, the Illinois to Chicago, and the Intra-coastal canal to Corpus Christi, Texas, were all to be likewise improved and improved shortly. A dozen successful regattas could not have been more emphatic than this assurance that President Hoover proposed to put the boating man on the map, so what did it matter if it rained and blew a little at Louisville that Wednesday night.

With the two big cities located in the middle of the 1,000 miles of new water highway passed, and the yachtsmen's celebrations at those points spoiled, the Dedication fleet sailed out into pleasanter weather on Thursday, October 24, the next to the last day of the cruise. Reception crowds and roaring sirens continued to appear as regularly as the steamers passed a lock, a village landing or a headland affording advantageous views of the river. The scenery had shifted from rugged foothills on either side to flatter prairie lands. The Ohio was wider and deeper and the steamer pilots began running crossings—steaming from one shore, across to the other, following well-marked channels, to secure better water conditions. So well marked is this newly canalized river that any cruiser man, with but the most insignificant knowledge of river navigation could travel it day or night. At average water stages, there is practically no current. Top speed could be maintained, either up or down, by pleasure cruiser or runabout.

As in the Upper Ohio, towboats and barges continued to pass; pleasure boats were relatively more numerous along these stretches of the lower river, although the region through which it passes is not nearly as heavily populated as the first two or three hundred miles. Evansville and Paducah, Ky., accorded enthusiastic welcomes. It seemed the entire Ohio valley regarded the completion of a 20-year task as a sort of emancipation and they were universally joyful over it. Paducah is really located on the Tennessee river, the last of a score of tributaries to the Ohio, all of which are navigable from 50 to 300 miles. This great network of rivers affords limitless cruising grounds through most delightful scenery, and the awakening of the Ohio valley promises new and rich territory for the builders of pleasure boats, engine and accessories.

The final dedicatory exercises, insofar as locks were concerned, were held Friday afternoon at 2 P.M. at Olmstead, Ill., sixteen miles above Cairo. Here the big flagship Cincinnati leaned her bow against a silken ribbon that had been stretched across the center of the lock chamber.

The breaking of this ribbon marked the conclusion of the Dedications. One final reception ashore was planned at Cairo, however; but sentiment caused the promoters of the cruise to have the flagship and fleet steam on down, past that city until they were fairly out in the channel of the Mississippi river. No one who accompanied what doubtless will go into history as an epoch-making voyage, can say that he or she did not traverse every foot of the beautiful Ohio river.



TWINS

A coordinated team, perfectly matched and superbly balanced

SPARKLING, smooth, simple, strikingly symmetrical, SCRIPPS Twins, refreshingly devoid of mere trappings, snugly compact in their respective assemblies, draw the admiring eyes of both novice and him who is "motor-wise."

Nor is this admiration centered on appearance alone, for in every detail of construction SCRIPPS Twins strike a new note in dual power plant design.

Fashioned, it would seem, in the same mold SCRIPPS "rights" and "lefts" are in fact fundamentally distinct models. Neither one is a makeshift adaptation of the other. Each is individually patterned from the ground up to best perform and survive

under the stresses and strains peculiar to its rotation.

The distinct and thorough design of SCRIPPS Twins is emphasized in every basic detail. The firing order of each motor is identical—1-5-3-6-2-4. This axiom of right explosive balance and uniform carburetion can be achieved only by the use of crankshafts individually formed for each rotation.

One senses in the SCRIPPS Twins a perfectly matched, superbly balanced and co-ordinated team, each fundamentally attuned to work in true harmony with the other; both eager, alert and readily responsive to the will and demands of the operator.

SCRIPPS Twins are now available for prompt delivery in five distinct power ratings—100 H. P., 125 H. P., 150 H. P., 175 H. P. and 200 H. P. per unit—for medium duty or high speed service.



A fully illustrated 32-page catalog describing all SCRIPPS models will be sent on request.

SCRIPPS MOTOR COMPANY, 5819 LINCOLN AVE., DETROIT, MICH.

SCRIPPS

• THE MOTOR THAT CROSSED THE ATLANTIC •

Mention MoToR Boating, 57th St. at Eighth Ave., New York

A NEW 500 H.P. DIESEL

(Continued from page 42)



Safe . . . Economical . . .

Auxiliary Yacht Power

Arthur Crisp's Alden-designed schooner "Queen Tyi" is powered with a Type AE 40-60 h.p. four cylinder Diesel. She makes 7½ knots.

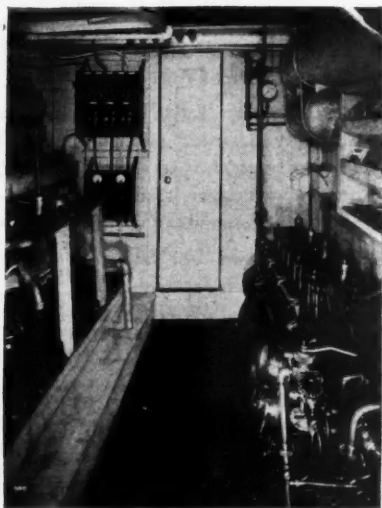
If you own an auxiliary or will build one you should get our proposition on Diesel power.

WRITE

STANDARD MOTOR CONSTRUCTION CO.

178 Whiton St.

Jersey City, N. J., U. S. A.



STANDARD DIESELS

shaft to top of engine, 7 feet, 5½ inches; overall width at top, 5 feet, 3¼ inches; overall width at base, 4 feet, 11 inches.

The design, like that of the 1100 h.p. unit, is noteworthy because of its simplicity and compactness. A striking change in appearance is noticeable in the front end, where all pumps are now located, instead of at the side. This change leaves the crankcase hand-hole covers free of all obstructions. Cylinder block, cylinder heads, cylinder liners, and bottom and top crankcases are made of close-grained chrome nickel iron. The cylinder block and two halves of crankcase, each of which is a one-piece casting, are securely bolted together in a rigid assembly by fourteen through steel tie-bolts, which take all the firing stresses. The cylinder heads are cast individually, secured to cylinder block by high carbon studs, and are readily detachable, without removing intake or exhaust manifolds. The cylinder liners are ground and machined to mirror smoothness, and are removable, thereby reducing upkeep.

Intake and exhaust valves, as well as the mechanically operated injection valves, are mounted in removable valve cages in the cylinder heads. Inlet valves are special alloy steel forgings, with head and stem integral. Exhaust valves are silchrome steel forgings, and the exhaust valve cages are water cooled. Each cylinder head carries five valves—two intake, two exhaust, and one injection.

Chrome nickel iron pistons and drop forged connecting rods are used. Six rings are carried in the piston; wrist pin bearings are in the piston bosses. Connecting rod boxes are manganese bronze lined with best grade of high-speed, heavy duty babbit.

The high-carbon-steel crankshaft is machined and is drilled from main bearings through cheeks and pins for pressure lubrication. The main bearings, carried in bottom half of the crankcase, are steel shells, lined with babbit, centrifugally forced into bearings and scraped to running fit.

Camshaft is carried in a housing at top of cylinder block, and is driven by a train of helical spur gears on rear end of engine. It is a high carbon shaft, of the built-up type; the cams are drop forged molybdenum steel, hardened, and held at shaft by taper pins. Reversing is accomplished by sliding the camshaft, bringing reversing cams into contact with rocker arms.

The fuel pump is a three-cylinder, plunger type, with steel cylinder, and hardened and ground plungers. The pump is enclosed in a housing, together with hand high-pressure fuel pump. The three fuel pumps and hand pump discharge into the same manifold, from which fuel is admitted to the cylinders through mechanically operated injection valves. Regulation is obtained by reducing fuel oil pressure and varying duration of opening of the injection valves.

Lubrication is force feed, oil being filtered and delivered by the main oiling system to main bearings, connecting rod bearings, wrist pin bearings, camshaft and vertical shaft bearings and gears.

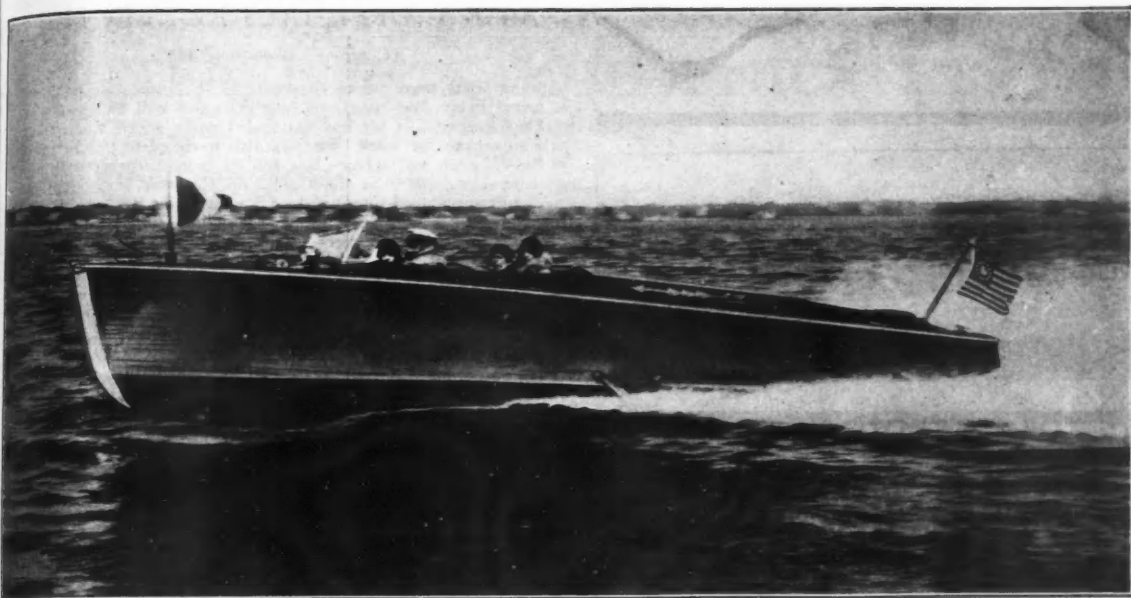
Water and lubricating pumps, located on front end of engine, operate at one-third engine speed. They are of the reciprocating type, gear driven, insuring ample oil for all bearings and sufficient cooling water.

Engine is equipped with air starter, operating on low pressure air—350 lbs. per sq. in.; oil filter; oil cooler; and intake muffler.

THALIA, A NEW DIESEL YACHT

Another interesting and speedy new Diesel craft comes from the boards of Tams & King, according to the Winton News, in the form of the attractive motor yacht Thalia. The owner is Thomas Howell, a member of the New York Yacht Club, and the new craft is now under construction at the yards of the Delco Boat and Motor Works, Bay City, Michigan. Thalia's design represents a wholesome combination of speed, seaworthiness and trim, racy appearance in a substantial pleasure craft. In it may be detected the long, low, graceful lines of the latest ocean liners. She has been designed particularly for extended voyages and provides a comfortable home afloat for owner and guests. She is to be of steel, built to the highest rating of the American Bureau of Shipping. In appearance she is of the flush deck type with bulwarks and a break forward in the sheer. The bow is plumb and the stern is of the cruiser type.

Thalia is to be 160 feet in overall length with a beam of 24½ feet and 8-foot draft. A partially sunken forward deckhouse contributes materially to the attractiveness of her appearance, and permits of a correspondingly lower pilot house and superstructure. Aft of the pilot house there is a continuous steel deckhouse. The propelling machinery consists of a pair of 600 h.p. Winton air injection Diesel engines, together with Winton generators, pumps, compressors and all necessary auxiliary machinery. Equipped with this modern motive power, Thalia will cruise at 15 knots, with a cruising radius of 6,000 miles.



A Dealer Franchise Without Parallel!

\$1595 to
\$8200

DART

BOATS

**PROFIT POSSIBILITIES THAT ONLY
DART REPRESENTATIVES WILL ENJOY**

*"A SPEED BOAT
FOR EVERY PURSE"*

The Dart organization has just passed through the most successful season in its history with domestic and foreign sales breaking every former record, and the manufacturers of Dart Runabouts can offer to those capable Dealers who can show a background of accomplishment and successful performance, the most lucrative Runabout franchise in the country.

Dart Runabouts are manufactured in a centrally located plant that is the most modern, best equipped, and most up-to-date boat factory in Amer-

ica, whose flexibility of operation and production assures every Dealer of prompt and immediate deliveries.

And, while those superiorities of construction, workmanship and appearance are still inherently ingrained in every Dart turned out, progressive production and efficient operating methods have been responsible for list prices that are directly compatible with sales volume.

Write or wire to

DART BOATS, Incorporated
TOLEDO, OHIO

A.P.B.A. OFFICIALS RE-ELECTED

(Continued from page 44)

of these boats tried out in England did 48½ miles per hour and it seems likely that speeds of over 50 miles will be possible.

The Deed of Gift for the National Trophy which has not been in competition for some time was also modified to permit racing in the 151-inch hydroplane class and this added feature will make an interesting event at the Gold Cup Regattas.

The discussion on the Outboard Racing Rules are reserved for the last items for consideration. Many important changes were made in the light of experience in controlling this fast-growing sport during the year. It was mentioned that no less than eighty regattas had been sanctioned during the course of the year and the detail and effort necessary to keep track of all these various events were becoming a very serious problem. The suggestion was made that the time has arrived where it will be necessary to make a charge for the issuance of a sanction and at such regattas attempts at record-making will be permitted. Another form of approval for races which would not necessarily involve record attempts will be provided for which can be secured without cost.

A stricter division of drivers into the several Divisions I, II and III was provided for and those who have not started in 15 races or heats will be designated in Division I. Those who have started in more than 15 events irrespective of division will be classed in Division II, and Division III becomes that of drivers who are in any way directly or indirectly connected with the outboard motor or boat building industry together with those who have raced for cash after January 1, 1930.

Another important modification of the racing rules involves a weight restriction for boats in various classes. While the weights suggested at this meeting were not the ones finally approved by the National Outboard Racing Commission, the final figures will stand at 100 pounds for boats in Class A, 150 pounds for boats in Classes B and C, and 190 pounds for boats in the larger Classes D and E. The weight of the hulls is to be permanently marked in them by the builders. A more complete article on the Outboard Racing Rules as adopted by the Outboard Racing Commission will be found elsewhere in this issue.

A condition which has developed in the runabout racing classes has been remedied by the formation of a Runabout Contest Board which will attempt to smooth out the difficulties which have presented themselves by the competition of runabouts driven by dealers or factory representatives racing against the strictly stock boats of their customers. This difficulty has led to a decline in runabout racing and while these boats are perhaps more numerous than any one of the larger classes, competition among them has suffered because of the unwillingness of owners to race their boats against those of the dealers.

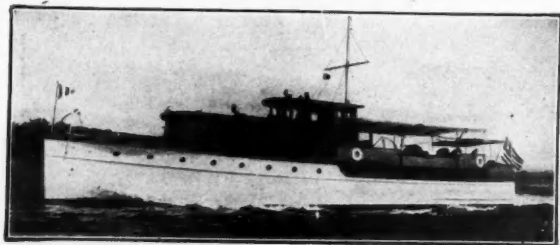
For the past seven years the American Power Boat Association has been headed by Commodore F. R. Still as its president and a faithful group of assistants. Each year at the Annual Meeting these men try hard to lay down the reins and retire from office. It seems that this is impossible as in practically every case the present officials have held their offices for terms of from seven to ten years. Again this year Commodore Still mentioned the pressure of personal business affairs and tried to have a successor to his office selected by the nominated committee. His protests were of no avail, however, since the entire officers were re-elected for another year. These consist of Frederick R. Still, President; W. D. Edenburn, Secretary; Ira Hand, Treasurer; W. M. Eldridge, Timer; Howard E. Blood, Measurer; and F. W. Horenburger, Surveyor. The Vice-Presidents for the several sections are selected by the local sections and rank in the order of seniority of their sections.

During the week of the Motor Boat Show from January 17th on, a further meeting of the Association will be held in New York at which the racing schedules for the next season's events will be discussed with such other matters as may develop in the interval.

A BRILLIANT CRUISER

What is perhaps one of the most interesting catalogues yet prepared for the presentation of the specifications of a fine standardized cruiser has been compiled by the Huckins Yacht Corporation of Jacksonville, Florida.

The Huckins Corporation is the builder of the well-known Fairform Flyer, which, both by slogan and actual performance, is a brilliant yacht. The elaborate new booklet describing the Huckins 45-foot cruiser is well in keeping with the quality craft it represents and will prove to be of particular interest to any prospective purchaser of a fine yacht for general cruising or commuting. Complete details and specifications are given from which an accurate idea of the boat itself may be obtained.



77-ft. CRUISER

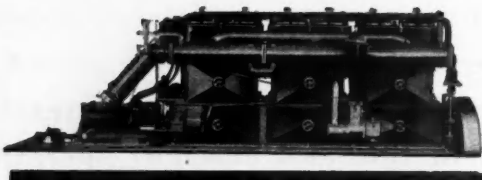
(16-foot Beam)

STANDARDIZED

This beautiful, perfectly appointed *standardized* Cruiser is one of the most perfect specimens of marine craftsmanship ever turned out by any shipbuilding company. It is of rugged construction, absolutely seaworthy, dependable under all conditions, and has a sweep and grace of line that is irresistible. Powered with either Gasoline or Diesel Motor.

The owner's quarters consist of two double and two single staterooms with two bathrooms. Combination dining and living room. Large deck house. Pilot house with Captain's stateroom adjoining. Galley, running full width of ship, with quarters forward for crew of four. Frigidaire ice machine. Decatur pressure water system. 110-volt electric generator, bilge pump and other up-to-the-minute improvements. Equipped with a 15-foot tender and 12-foot dinghy. Electric anchor windlass.

We have two of these Cruisers ready for Spring delivery. Order should be placed *now* to avoid delay. Write for complete details and interior views.



20th Century Marine Motors

are manufactured by our organization and are used in all our standardized boats. Two models: 4- and 6-cylinder, 60 and 100 h.p. Right and Left Hand.

The NEW YORK
Yacht, Launch & Engine Co.
Morris Heights, New York City

INTER-OFFICE COMMUNICATION

Avoid Verbal Orders

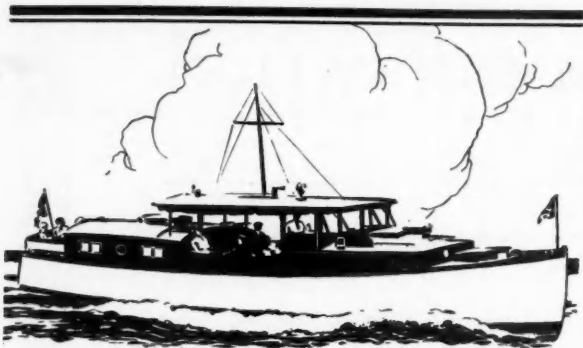
To Mr. John Doe, Date Nov. 15, 1929

Subject Cruiser for Florida

About a month ago you asked me to investigate the cruisers now on the market and recommend one for your use in Florida this winter. The Corsair stands head and shoulders above everything else I have seen--not only from the standpoint of comfort, beauty and utility, but also as a sound investment. This boat is produced by the Corsair Boat Co., in its own yards at Trenton, Michigan, on a standardized production basis that gives you an amazing value for the price. It is thirty-six feet long (there is a thirty foot model, too) with a beam of 9' 10" and a draft of 2' 8". There is a large cockpit aft, with cushioned seats, and an exceptionally roomy one forward. Comfortable bunks in the cabin accommodate four persons. There is a surprising amount of closet and locker space; a complete lavatory; and an enclosed galley with every facility for making extended cruising truly enjoyable. The engine is a Scripps Model 202, 200 h. p., giving the boat a speed of 22-24 m. p. h. It is handled either from the bridge amidships, or from a remote control wheel forward. For your purpose I can find no more suitable craft at anywhere near the price of the Corsair. It is ideal for fishing and offshore cruising. I have spoken to the local dealer, who will arrange a demonstration at your convenience, and am attaching a photograph--a complete set of which the Corsair Boat Company at 1030 Buhl Building, Detroit, Michigan, will gladly mail to anyone interested.

Richard Roe,
Secretary





**Don't be a
Sea-Dreamer!**
*Order a boat NOW ... and
prepare to LIVE next summer*



WHY be a sea-dreamer, when it is now so easy to be master of your own boat . . . to enjoy the same freedom and recreation that so many other men have been enjoying . . . and that so many more men will enjoy.

There is a boat here for you—a boat you can handle—a boat you can afford. Order it now for Spring delivery.

Open evenings and Saturday afternoons by appointment. Deferred payment plan if desired.

MATTHEWS CRUISERS
38' and 46'—\$6850 and up

RICHARDSON CRUISERS
Single and Double Cabin
\$3585 Single—\$4185 Double

HACKER RUNABOUTS
24' to 38'—\$3150 and up

STERLING ENGINES
12 to 565 H.P.

KERMATH ENGINES
3 to 200 H.P.

*Guaranteed Rebuilt Engines
All Makes—All Sizes*

**The Bruns Kimball
Anchorage**

BRUNS, KIMBALL & CO., Inc.
FIFTH AVENUE, Corner 15th St., NEW YORK
Telephone ALgonquin 0800

A FLAGSHIP OF FLAGSHIPS

(Continued from page 47)

request of Chris-Craft owners, who had had a taste of cruising in the thirty-eight foot boats, introduced this past year.

It is rare indeed that a designer ever has the opportunity to build his dream boat. Chris Smith, all his life, had held in mind a boat of about fifty feet overall which would be the last word in yacht design and performance. Circumstances had always prevented his building it, but plans had been drawn, nevertheless. Then last year when it was decided to build a thirty-eight footer, out came those plans from their dusty shelf, and from them a new and beautiful cruiser was developed. True, it wasn't quite as large as Chris' dream ship, but she was anyway a step along the path. Sixty of these boats were built during the past year, and went all over the world. Everywhere they went they were acclaimed, and the genius of Chris Smith and his sons was only the more firmly brought home. They had built the world's fastest runabouts in years before, and now they were applying their knowledge to cruisers to produce the finest thirty-eight foot boat afloat. As a consequence every boat that could be built was sold.

Then it was decided that the market was ready for a forty-eight footer. The exultation of this old designer knew no bounds. Early and late he was at those plans, changing a line here, smoothing out a corner there. He called in his designers and showed them his finished plan. Together they went over it, scrutinizing every line on the paper. There were changes, yes, modern conveniences were incorporated wherever possible. One whole week was spent in trying to place the shower bath that Chris insisted was going aboard. At last it was laid out, and no space had been lost as a result.

One day last October this indomitable designer walked from his office across to the mill room of his cruiser plant. Under his arm was a roll of blue prints—the completed 48 foot cruiser. He called his superintendents, foremen, and workmen themselves, to him. As a father speaking to his sons, he told them that here was the ship, of all the ones in the world, that he cared most about. He told them how he had planned this boat twenty years before, and how at last they were going to build her. With plans spread before them he pointed out her every feature that was different from other boats they had built. For three long hours he talked to them, and then with a nod of his head, sent them away. Back to the machines they went to cut the frames and the timbers of this wonderful boat. It almost seemed as if they were inspired. Surely they were outdoing themselves on this boat of boats.

And this is the story of the Chris-Craft forty-eight foot cruiser and how she came into being. She will be introduced for the first time at the New York Motor Boat Show, where all those folks living nearby will be able to see this flagship of flagships. We can tell you no more about her now because her builders are very jealous of her, naturally, and are keeping a surprise in store for you. It was only with the very greatest persuasion that we were allowed to get these pictures of her in the frames.

WHEN DREAMS COME TRUE

(Continued from page 46)

ful. Next morning with the sun shining full and the mountains in the distance looming majestically we slipped into the river and were on our way to Poughkeepsie, where we intended visiting Vassar College as well as stocking up with all kinds of food. One might think that a very limited range of food would be necessary on a small boat such as this, but in a Vinyard the galley and storage space is really ample, and it carries a Frigidaire so food keeps as well as at home. On this trip which lasted some 8 days, the menu boasted steaks deliciously browned, for the stove has a good sized oven and a real broiler, juicy lamb chops done to a turn, fried chicken with rich cream gravy, and in the morning the smell of perking coffee and frying bacon sent all to seats at table in a hurry.

Shortly after leaving Troy, the trip through the many locks began, which was certainly an experience not soon to be forgotten. At one of the locks one of the party was drenched to the skin by what seemed to be a back-wash for a jet of water shot high into the air with no warning, and lock-keeper as well as passenger leaped to dry ground. So the trip progressed, with the Sterling engines purring sweetly, up the canal, around the twists and turns in the Mohawk Valley, with each new turn giving different beauties in the mountain scenery.

Since docking at the yacht club berth where the boat stays, many week-end trips have been taken around Lake Erie, up to Detroit, and even so far north as the Straits of Mackinac, in all of which there has never been a hitch in the perfect working of the boat. The inside or housekeeping plan is nearly perfect also, the sleeping accommodations the same, and the owner, as well as his friends look forward to many happy, carefree hours.

COLUMBIAN

BRONZE PROPELLERS

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These were selected after many years of trials and were found to withstand the terrible ordeal of submerged drift and still maintain their speed better than any others tried.

For nearly half a century the Father of Waters defied man's efforts to establish a new speed record over the course from New Orleans to St. Louis. The great quantities of submerged drift always present in this great river forestalled every attempt at any real speed by

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Mister Simms, a Husky Cruiser

(Continued from page 52)



If you can start out on a cruise with full confidence in the dependability of your ignition system, it's something to burst into song about.

Then why not get busy and equip your engines with the same make of magneto that has proved so dependable on the Graf Zeppelin in its travels around the world—the Robert Bosch Super-Energy Magneto?

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complished by running the tiller, which must be of bronze, through the upper part of the stern. A very small slot will be needed for this; and the slot makes an excellent ventilator for the stowage space aft.

Stepping below the unusual size of Mister Simms begins to be appreciated. First there is a big slow turning engine, 700 r.p.m., under the cockpit floor and completely separated from the cabin by a water-tight bulkhead having a pair of doors. Everything connected with the engine, including fuel tanks, batteries, etc., are abaft this bulkhead. There is a hatch in the after deck and through this the engine space will be well ventilated.

The galley is located on the port side and is 5 feet 4 inches long, containing ice box up under the bridge deck; 12 by 18 inches, sink, coal range, large lockers for dishes, locker for coal, and a closet under the sink for pots and pans.

On the port hand there is a chart table with fine big lockers below. All cruising craft need a regular place for charts, light lists, tide tables, and the other various essentials needed for safe navigation. I know of no more foolish stunt than to go off cruising without up-to-date charts, a good compass, navigation books, good sailing lights, first-class ground tackle, and a noisy fog horn. Folks do go off without these though. Every week end some sort of boat pokes her nose into Huntington Harbor to inquire her way. Less than a month ago a nice little stock cruiser worked up to the Huntington Yacht Club float and were much surprised to find that they were not near Milford, Conn. And Milford must be nearly 30 miles away! The two young men in the boat did not have a compass or charts, or anything, and had been fishing off Charles Island, near Milford. Their boat could do about 15 miles an hour. They left Charles Island at about 10 A.M.; turned up at Huntington at 4 P.M., having been on the way all that time. I have often wondered how they ever found their way home. Really too little provision is made for navigating equipment on most small motor boats.

The cabin is divided into two parts by the toilet room and clothes locker. Now the doors of these two compartments are arranged to swing in opposite directions, and the locker door is double. It will be seen from an inspection of the cabin plan that the toilet room can be shut off from either the forward sleeping cabin or the aft cabin, or from both. And when the doors are both closed to the cabins the toilet room is 2 feet 8 inches long and the full width of the boat. This gives plenty of room.

The main cabin is fitted with two seats and has folding berths behind these. The folding berths are in the form of boxes 6 feet 2 inches long and 2 feet 4 inches wide. Springs are built into these and mattresses. They swing on a pivot hinge, each end as indicated on the plans. When folded up the bottom of the bunks form lazy backs for the seats. Then behind the folding bunks will be found nice big lockers for blankets, and linen, and things. The water tanks are located under the seats in the main cabin as well as small lockers. The tanks have a capacity of 50 gallons.

The forward cabin sleeps two on built-in berths 24 inches wide and, of course, full length. You will notice that the cabin trunk extends over the forward cabin for a matter of 2 feet which provides full headroom for dressing. There is a little seat built in between the ends of berths and beneath this and the bunks there are lockers, for anchor chain, and other miscellaneous gear. Locker space is invaluable in a cruising boat. There is a hatch in the forward deck which gives an exit from the forward cabin. I always like openings in the ends of a boat of any kind, both from a safety standpoint, and for the value they have as ventilators.

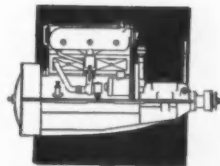
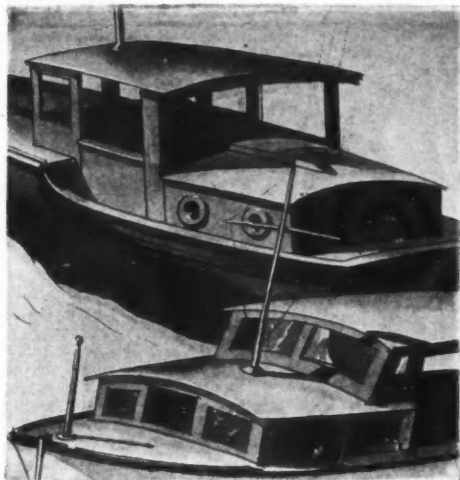
The cabin woodwork should be heavy but plain, and really a good job of painting looks as well inside as a lot of fancy varnish work. Paint can be washed and refinished about as easily as anything.

A boat like Mister Simms can be built complete with suitable engine, and equipment for between \$6,600.00 and \$8,000.00, depending upon the character of the workmanship, materials, and the locality in which she is built.

Next month will see Part II of this article and the beginning of a new one featuring a boat called Erin; this being an interesting type of auxiliary 36 feet over all by 9 feet beam and 5 feet 6 inches draft.

Readers who contemplate building can obtain useful books of boat building hints as well as larger copies of the designer's drawings. These are blueprint copies to a scale of 1/2 inch to the foot and can be had at moderate cost. Write the Editor, MoToR BOATING, 959 Eighth Ave., New York, N. Y.

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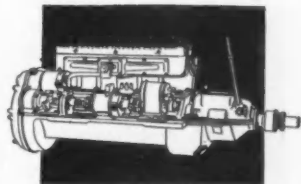
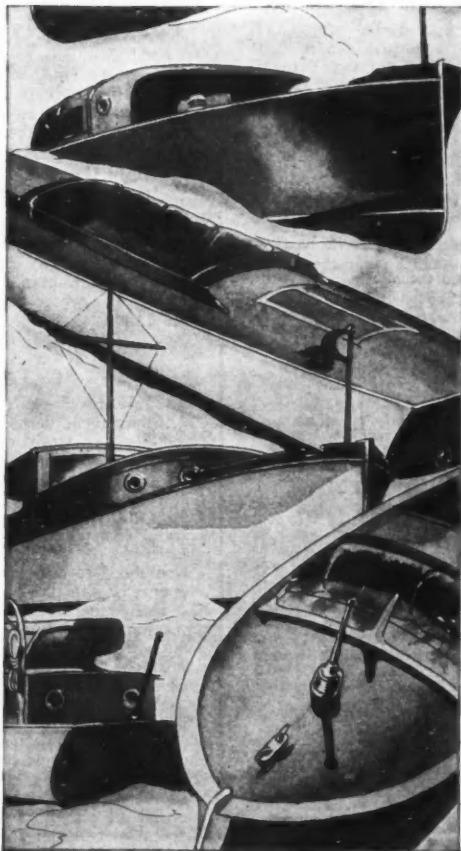
When you purchase an automobile you have no choice as to the motor. You are obliged to accept the motor whether you like some other make better or not.

When you select a Standardized boat, the situation is quite the reverse. You choose the boat you want . . . the boat that pleases you most in beauty, construction and layout. Any engine is not forced upon you. You reserve the privilege of insisting on the best marine engine available.

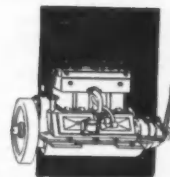
Insist that a Palmer Engine equipped with a Palmer Clutch be installed. It has an enviable record of performance to back it up. It is the choice of the pleasure-loving yachtsmen all over the world.



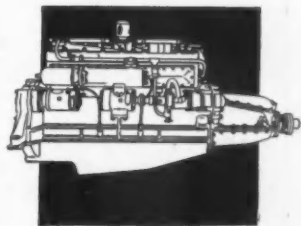
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Mention MOTOR BOATING, 57th St. at Eighth Ave., New York

STEAM PRESSURE A HELP

(Continued from page 54)

of exhaust lines which must be handled very gently when cleaning, or the job given to a shop at a reliable boat yard. They are those made up of copper tubing and fittings or those made up of the flexible metallic exhaust tubing and special fittings.

The exhaust installations made up of the copper tubing should be removed from the boat and cleaned by running some long flexible tool, such as a plumber's sewer rod, heavy spring wire and brush or light chain, etc., through. Care must be taken so as not to damage the tubing, as it is easily dented or punctured. After the deposits have been loosened, flush out with hot water or steam. Do not pound on the outside of the tubing as it will be dented.

The flexible exhaust lines should never be cleaned by an amateur, unless they can be cleared by blowing out with steam or a round wire brush pulled through with a wire or flexible rod. However, as they are generally easy to disconnect and remove from the boat, then laid out straight, it should be easy to blow out or clean with the brush. In the event that such efforts are unavailing, crate it and ship it to the manufacturers for cleaning, as they have the necessary equipment and the experience to do the job right. These lines cost considerable money and are expensive to replace when damaged.

After the cleaning has been finished and the assembling started, be sure and use new gaskets and coat them with graphite grease or a regular gasket composition. Do not use lead or shellac. All screw joints should be well coated with a graphite or lead mixture and pulled up tight.

As you have been having trouble with a clogged cooling system and exhaust line, there is evidently some fault in the design of your installation. An almost trouble-proof water circulation and exhaust layout was discussed and illustrated in the prize contest of the September issue of this magazine. It might be a good idea to check your system against the one shown, as the design provided 100 per cent cooling as well as an unrestricted outlet for the exhaust, and with the least chance of clogging from deposits of any nature. I realize that in some streams the water contains sufficient silt or sand to be continually clogging practically any system; however, the one shown in the September issue will run longer without clogging than many of the systems which leave low spots without a good circulation of water to prevent the sediment from starting to accumulate. Where such conditions exist, and it is impossible to prevent clogging troubles with any system using the water from the stream for cooling purposes, the only remedies are to clean out the entire system at frequent intervals or install an inboard cooling system consisting of a water tank, radiator and cooling fan, in which event, the exhaust line will be of the dry type.

V. L. S., Wilmington, Del.

CLEANING THE JACKETS

LIKE investments, cleanliness in a motor boat or boat motor must be diversified. Scrubbing decks, cleaning spark plugs, tending gas strainers and oil cleaners are no more important, though more familiar tasks, than cleaning water jackets, exhaust piping, and muffler.

Clogged, rusted or dirty water jackets may cause overheating, pre-ignition, warped valves, or burned-out bearings. Exhaust manifolds, pipes, and mufflers that are left alone too long cause a degree of back pressure and consequent power loss that may be likened to cutting down a half inch or so on the bore of the engine or shorting out one or two cylinders.

Two general methods of procedure for this cleaning job are recommended: First, when the motor can not be torn down, as during a cruise or at mid-season; Second, when necessary dismantling is practicable, as during an overhaul or fitting out period.

Where water circulation through the cylinder jackets has just been impeded, but not wholly clogged, one can test by squirting oil for the hottest portions. The oil will boil on the hottest parts and just run down on the others. Even on new motors jacket space and cooling efficiency vary considerably at different parts of the block casting, so one must allow for this. A little ways ahead of the hottest portion (considering the flow of water from inlet header to outlet) one may tap the jacket or manifold with a lead mallet or wooden block and hammer. Sometimes this simple jarring loosens up the sludge or sediment and restores a fair degree of circulation. In worse cases it may be well to allow the motor to cool for at least ten minutes and squirt or pour a pint or so of gasoline in through the inlet, following this with enough clear water nearly to fill the system. If the outlet pipe can be disconnected and plugged or corked, the motor should be run for a few minutes at varying speeds.

In cases where particularly hard service or hard water is encountered, some boatmen give the system a flushing and

(Continued on page 118)



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The new Yachtsman's Guide is the only complete, up-to-the-minute yachting encyclopedia published. It contains 500 pages crowded with just the sort of practical information every motor-boat man wants. A copy of this invaluable volume should be aboard every boat and in the library of every yachtsman's home—on hand for immediate reference at all times. The following list gives you merely a partial glimpse of the wealth of material this book contains. Read it—then send for your copy at once!

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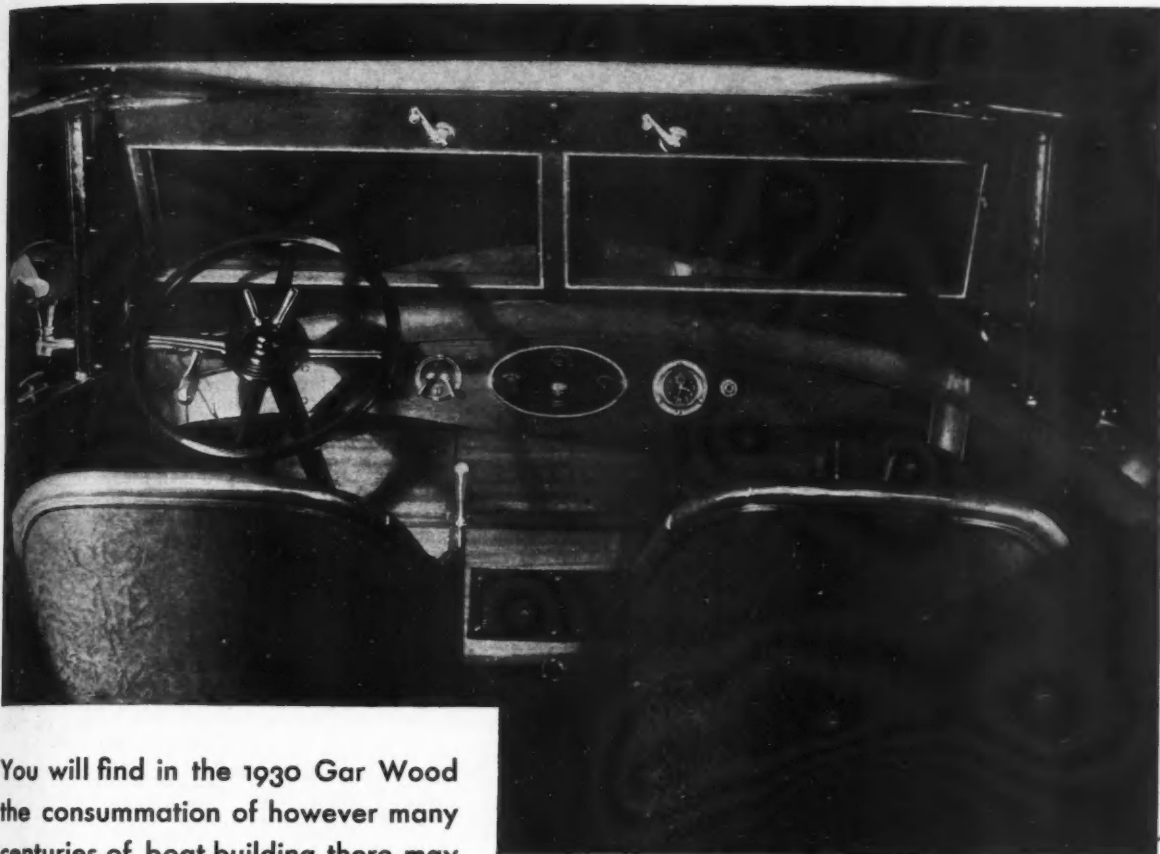
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CLEANING THE JACKETS

(Continued from page 116)

thorough drying, followed by an injection of boiler paint or aluminum lacquer, which is pumped or sprayed into jacket interiors as thoroughly as possible.

As regards the clogged exhaust line or muffler, in a pinch one can disconnect the same and place a strip of cardboard, shipping box, or sheet metal over ports or pipe end. Friends may think one has acquired a battery of 1925 model outboards, but these are highly temporary tactics. If it is an old style underwater exhaust of a low header type, one had best not tamper with it at sea lest it become—well, an underwater exhaust.

Many correctives are possible when the time and facilities are favorable. The water system can be flushed out with a good boiler or radiator cleanser, or a solution of sulphuric acid and water (about 1/8 of the former). If manifold flanges are large, or a side plate runs along the length of the block, one can scrape out sludge and solid incrustations with carbon scrapers, steel wires, or wire brushes. In this case it is best to remove the water pump (if one is used) when flushing after this procedure, as hard particles might jam its blades or gears or injure packing. New gaskets are recommended in reassembling; also new strainers or screens on intake line if used. The job should not be allowed to stand more than a few hours with sulphuric acid in the jackets.

Kerosene is a good means of loosening the carbon, rust, and other accumulations in exhaust manifolds, pipes, and spot-welded mufflers. Some mix a little light motor oil with the kerosene. Oxygen from a welding torch can be employed to lap up carbon from large exhaust piping or manifolds, and it will dissolve much other matter as well. On mufflers that can be taken apart, it is easy to brush and rinse out dirt with gas and kerosene. One marine repairman with a well-equipped shop has gone to the extreme of setting up a section of old oil drum as a jig for mounting mufflers on pegs and rotating them, barbecue-spit fashion, in a bath of gasoline, with a portable electric motor alongside the drum belted to a pulley connected to one of the pegs.

D. McC., Cleveland, O.

What America Thinks

(Continued from page 68)

from a racing motor boat when you're not expecting it.

We were racing in the Count Volpi's Cup at Venice behind Major Segrave, myself driving and Orlin Johnson as my mechanic. Our boat, Miss America VII, was going splendidly and we were just beginning to overhaul the Major, at a speed of 93 m.p.h., when, without warning, we hit something. I don't remember at all clearly what happened, but I am told that our boat reared up on its end and catapulted me out into the water. Thirty-five feet it threw me, and I have a dizzy recollection of hurtling through space—then smack, and down I went.

The force with which I hit the water knocked me senseless, and I owe my life to the life-saving jacket which I wore. Anyway when the mists cleared, I found myself giving an imitation of a floating log and, when I moved, I felt a dull and nasty pain in my back.

But I didn't worry about that; I can tell you I was glad enough to find myself still alive, and I immediately paddled round trying to find Johnson, who looked as if the troubles of this world interested him no longer.

We were out of touch with anybody and for a quarter of an hour, I pumped water out of him by grasping him round the middle and pressing him. Then, at last, an Italian patrol boat came up and took us on board, but the task of making them understand that I wanted them to take us to a hospital nearly turned me grey. However, they were not so devoid of intelligence as not to see that we were both rather badly hurt so they set off for the place and, during the forty minutes' journey, I kept up artificial respiration on Johnson.

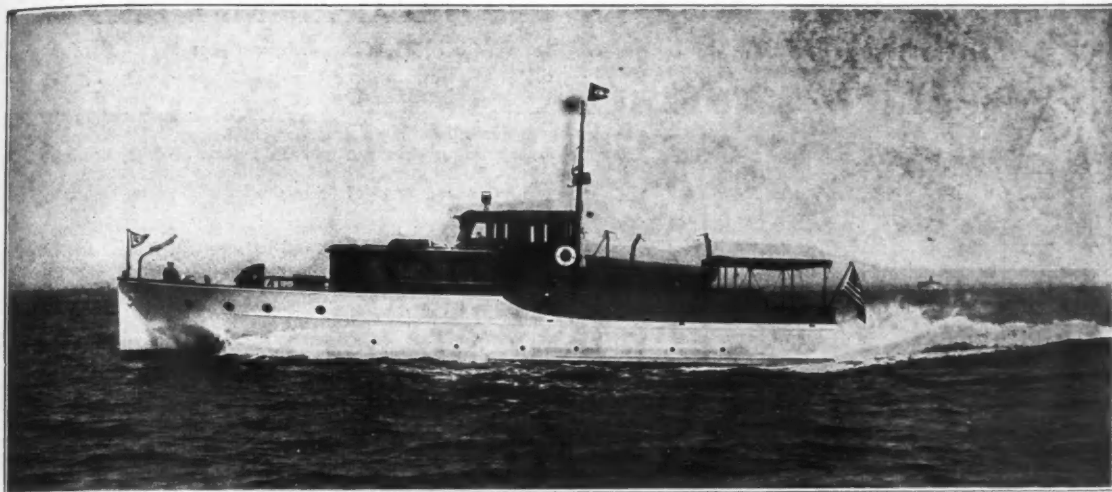
It was only when we landed that I realized that Johnson wasn't the only one of us who was hurt, for I couldn't walk.

However, we got to a hospital, and an hour and a half later Johnson regained consciousness for a few minutes. The first thing he said on waking was this:

"Gee! Segrave is going to have a hell of a time working the two throttles with his feet next year!"

That's how motor boating racing grips you.

There's little left to say except, on behalf of American motor boat racers, to wish the British entrants in next year's B.L. Trophy race the very best of luck. Whether we win or they do is a question which only time will solve, but you can bet your bottom dollar that it's going to be the greatest race ever!



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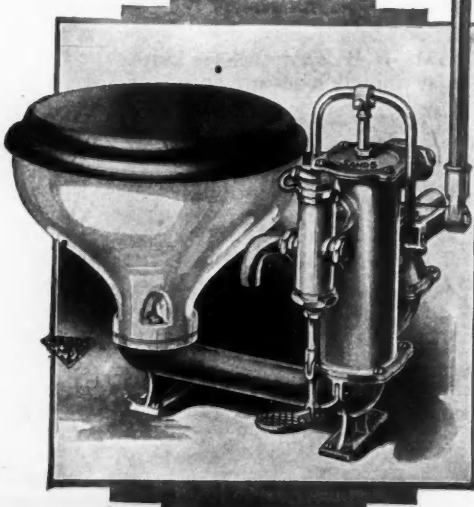
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RECANVASING A DECK

(Continued from page 56)

colors or shades in succeeding paintings and you need only paint the deck when necessary to protect the canvas. If the deck is given a good scrubbing after the boat is in commission, no one will recognize that it was not painted at the beginning of the season. It is desirable to keep the canvas well protected with paint. Still, too many coats of paint are worse than not enough. A thin coating of paint never cracks or blisters, but many coats are sure to.

The selection and application of the paint is important. If you buy a prepared deck paint, be sure that it is of good quality and then stick to the same brand and color. The application of several brands of paint each of a different composition is sure to cause trouble later. When the paint begins to blister and check, don't blame the last coat and say that the paint was no good. All coats may have been good paint, but the different compositions pulled against each other cause the trouble.

From personal experience, white lead and linseed oil paint mixed with but little turpentine and drier is preferred. Two coats each year for fifteen years, thirty coats in all, is not a bad record even if the deck does show a few checks and blisters, it still does not leak. Some prefer the addition of one-fourth zinc to the deck paint, which makes the paint harder and more resistant to wear and, at the same time, more like enamel and more likely to crack. If your experience in mixing paints is limited, buy a good brand of prepared deck paint.

Never apply the paint in thick coats. Three thin coats of paint are always better than two thick coats and will stand up longer. Thick paint is slow drying and does not thoroughly dry for a long time without the addition of an excessive amount of driers which is injurious to the paint. Some painters do it against their better judgment, but succeeding coats should not be applied closer than 48 hours apart. Even a week between coats is not too long. Use a new clean brush or one that has been washed with soap and warm water and dried. A brush that has been used in bottom paint can not be washed so that it is fit for use in any other paint. Do not paint on damp days even if the boat is protected. If you must do it, wash the surface over with turpentine on a cloth and rub dry before painting. Paint dries slowly during the cool spring nights so get the paint on before night that the sun may help drying.

W. B. M., Newburgh, N. Y.

CANVAS AND MARINE GLUE

TO start the work of removing the old deck canvas, first very carefully remove all wash boards, drip mouldings, quarter rounds, also all marine hardware which has been applied on top of the canvas so as to allow the complete removal of the canvas. After all mouldings, etc., have been removed, with a tack lifter or other suitable tool remove all old tacks, after which the canvas may be started at a corner, and with a strong even pull, should peel off. If the old canvas has been glued it may be necessary to apply heat from an ordinary gasoline torch to soften the old glue up.

The next step should be to clean down the entire exposed woodwork of all irregularities such as rough glue, etc., also to be certain that all tacks have been removed and all nail heads have been countersunk, also that all sharp edges, depressions and projections have been planed smooth, all loose wood work made fast and secure in a proper manner, and all countersunk nail heads puttied over.

There are two common methods of applying canvas, the first of which may be described as follows: Get canvas of a good quality, known as 8 oz. or 10 oz. and in one piece if possible. Canvas is manufactured in various widths from 30 inches up to 120 inches, and it is therefore possible to obtain the canvas in one width for almost any small boat job. However, if the width required exceeds 120 inches, the canvas may be sewed together, and then applied as a single piece. If the swing cannot be about accomplished, the strips may be separately laid and tacked, the seams being lapped from $\frac{3}{4}$ inch to 1 inch, tacks being spaced about $\frac{3}{4}$ inch apart.

Treated waterproof canvas may be used to good advantage, as the treated canvas will be found to have less suction than the untreated and therefore will be the easier to paint and require less paint.

Before applying the canvas the entire deck is painted one good coat of white lead and linseed oil paint. Allow the paint to thoroughly dry and putty up any nail holes and open seams in the woodwork. Then apply a second coat of paint and spread the canvas over the wet surface, stretching the canvas tightly, and tack at the edges with copper tacks, spaced about $\frac{3}{4}$ inch to 1 inch apart. Care should be taken to place the tacks low enough below the edge of the board to prevent splitting; also

(Continued on page 122)

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THE OIL EVERLASTING

This remarkable new Marine Motor Oil has been on the market but a few months, yet it has jumped into instant popularity with all those having to do with the lubrication of Marine Motors.

It possesses the following necessary characteristics:—

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It is approved by leading Marine Motor builders.

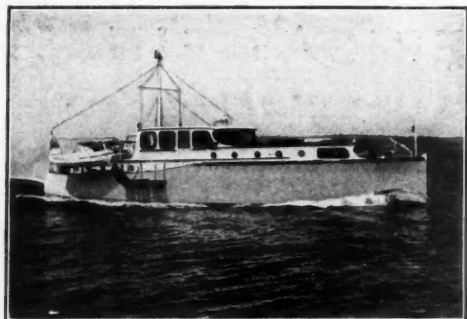
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NOYES-STEARN'S MARINE CO.



RECANVASING A DECK

(Continued from page 120)

from showing after the mouldings are replaced.

At all stationary members, as for example, the samson post, at skylights, hatches, etc., the canvas should be cut so as to allow for the canvas being laid in a turned up manner against the upright surfaces and tacked to the deck and to the upright surfaces. The joint is finished with a moulding having a tapered seam against the upright surface. Set the moulding in white lead and secure with brass screws. The seam should be caulked with cotton and filled with caulking compound.

All deck fittings, wash boards, hatch slides, skylights, ventilators, cleats, stanchion flanges, etc., should be set in white lead on top of the canvas and screwed or bolted in place.

Paint the entire canvas with a thin coat of lead and oil, after which two or three coats of deck paint may be applied.

The second method may be described as follows: Over the entire surface which is to be canvased, spread a generous coat of Jeffery's Marine Glue No. 7. For this purpose use a shortened whisk broom. Heat the glue and continue heat until glue is spread. Canvas as described above may be used.

Tack one end of canvas and very thoroughly stretch same and then tack other end after which the surplus is cut away and trimmed. If strips are used, lay one strip and completely tack same and then lay second strip lapping at the joint about $\frac{1}{4}$ inch and tacking along the seam about $\frac{1}{4}$ inch apart. Continue this way until entire deck is covered. After the canvas is all laid, heat two old-fashioned flat irons and go over the entire canvas with the irons until all of the rough spots have been ironed out smooth and the glue has been sweated through the canvas. The deck is now ready for mouldings and painting, which is to be done in the same manner as described above.

A few general hints are to be sure to lay the canvas in the sun as this will enable one to lay and stretch the canvas much better. Also be sure that tacks are of the proper length so as not to break through the woodwork. Stretch the canvas as well as possible.

The accompanying sketches will illustrate various parts of the work, and should be followed wherever possible, as this will do much toward insuring a satisfactory job.

F. W. L., West New Brighton, N. Y.

RESTORING DECK CANVAS

PRESUMING that you wish a shipshape job both in durability and looks, you must read this article carefully and follow out the details faithfully. Naturally, there are boats and boats, hardly any two alike. In view of this fact, we have tried to vision the average small cruiser of the raised deck or trunk cabin type in the explanations as to how it is to be done. Try to get the aid of some old shipmate on this work, as it is very necessary that the new canvas be stretched very tight; otherwise the alternate sun and water striking the deck will cause it to wrinkle. Do not, above all things attempt to shrink the canvas before putting it on. Use plenty of care, horse-sense, elbow-grease, patience and the best materials available; the outcome will be pleasing. Let's get under way.

Measure the deck carefully, allowing six inches over on all dimensions, and purchase the proper amount of canvas. Extra canvas must be bought to cover the hatches or any other deck structure which is to be canvas covered, as the pieces cut from the large portion for the cabin top will not be large enough to use. The ten or twelve-ounce weight is best; and, if possible, get it in one piece. If the cabin is too wide, use two strips well lapped and sewed. The seam should be run down the centre of the cabin top, fore and aft; however, be careful that this seam does not become a wandering one, when the canvas is being stretched.

It is best to purchase all other items of merchandise which you will need at this time, as everything should be on hand before the job is started. You will need the following:

Canvas.

Large box of $\frac{1}{2}$ -inch galvanized or copper tacks.

Nails and screws to replace those holding down mouldings, rails, deck fittings, etc.

Sufficient paint (Marine oil paint for finishing coats), varnish, shellac, linseed oil, turpentine, japan and white lead.

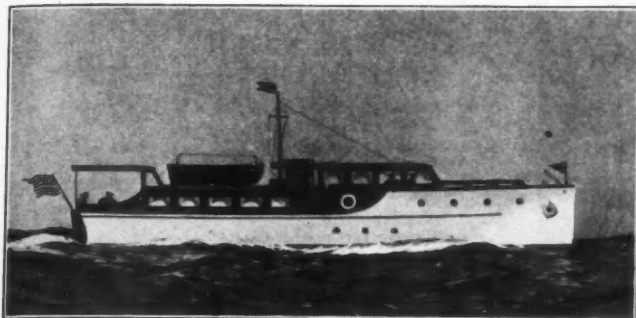
Two small cans of plastic wood.

One dozen sheets of fine and one dozen sheets of coarse sand-paper.

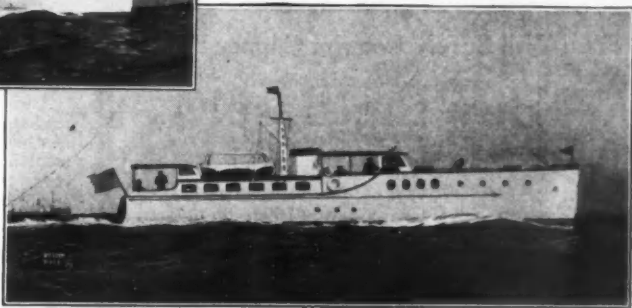
Ten or more pounds of elastic seam composition, which should be the same shade as the paint which is to be used for the finishing coat on the canvased deck.

The next step is to look over your supply of tools. There are a few which you will need for this job, and they should be

(Continued on page 124)



The Humphreys CHALLENGER—50' long—12'6" beam—3'6" draft. Equipped with a 6-cylinder, 100 H. P. TREIBER DIESEL, she will maintain a comfortable cruising speed of 13 miles per hour.



The Humphreys DESTROYER—65' long—13'6" beam—3'6" draft. Equipped with twin 150 H. P. 6-cylinder, TREIBER DIESELS, she will maintain a comfortable cruising speed of 15 miles per hour.

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FREDERIC P. HUMPHREYS, Inc., Naval Architects and Yacht Builders, 230 Park Avenue, New York, are generally acknowledged as the sponsors and pioneers of the Small Diesel Yacht. Today they are specifying Treiber Diesels because only with Treiber Diesels can they assure their clients of

MORE MILES PER HOUR of comfortable, vibrationless cruising with DIESEL SAFETY and ECONOMY

Nothing of comfort is sacrificed for speed in Humphreys Cruisers--and at last, within the range of the owners of small motor cruisers, are brought a safety and economy previously denied them. The chart below merits a careful study.

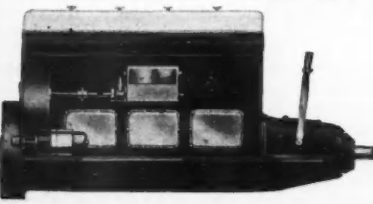
***THE HUMPHREYS LINE OF STANDARDIZED CRUISERS--TREIBER DIESEL EQUIPPED**

TRADE NAME	DIMENSIONS			TREIBER DIESEL RECOMMENDED	SPEED
	Length	Beam	Draft		
PILOT	40'	10'6"	3'	1— 65 H.P. 4 cyl. 1—100 H.P. 6 cyl.	12-13 miles per hour 13-14 " " "
NAVIGATOR	45'	11'	3'	1—100 H.P. 6 cyl.	13-14 " " "
The Express NAVIGATOR	48'	10'6"	3'	1—150 H.P. 6 cyl.	15 " " " "
CHALLENGER	50'	12'6"	3'6"	1—100 H.P. 6 cyl.	13 " " " "
PRIVATEER	55'	12'6"	3'6"	1—150 H.P. 6 cyl. 2—100 H.P. 6 cyl. 1—300 H.P. 12 cyl.	14 " " " " 15 " " " " 17-18 " " " "
EXPLORER	60'	13'6"	3'6"	2—100 H.P. 6 cyl.	13-14 " " " "
DESTROYER	65'	13'6"	3'6"	2—150 H.P. 6 cyl.	15 " " " "
DISCOVERER	70'	14'6"	4'	2—150 H.P. 6 cyl.	13-14 " " " "
COMMANDER	75'	15'	4'	2—300 H.P. 12 cyl.	18-20 " " " "

* TREIBER DIESELS with specially designed hulls are capable of attaining speeds up to 30 and 35 miles per hour.

The 6-cylinder, reverse-gear model of the electric-starting TREIBER DIESEL -- the type specified as power equipment for most of the Humphreys Cruisers.

One-third the space
One-sixth the weight



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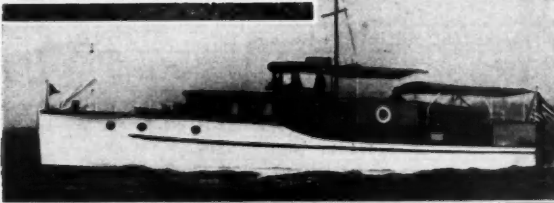


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F. W. von Meister, Gen'l Agent
578 Madison Avenue New YorkMAYBACH LUERSSSEN
motors & yachts

RESTORING DECK CANVAS

(Continued from page 122)

purchased along with the other articles needed. For instance, you will require:

- One small tack hammer and one medium claw hammer.
- Two putty knives, one narrow and one wide blade.
- Two or three screwdrivers of different sizes.
- One triangular paint scraper.
- Two cabinet scrapers.
- One small smoothing plane.
- One nail punch.
- One tack puller.
- One pair of pliers.
- One 3/4-inch wood chisel.
- One oil stone for sharpening tools.
- One cross-cut saw.
- One small striping brush.
- Two medium size 2-inch brushes.
- One heavy size 3-inch brush.

Also look over all the moulding and purchase sufficient to replace any which seems to be in bad shape or which will doubtless be damaged in removing. It is almost impossible to remove moulding without denting or splitting, which has been nail-fastened. If screw-fastened and in good condition, it can be used again.

Now that you have everything on hand, the next thing to consider is the weather. If possible, pick weather which is apt to be dry for at least two or three days. This is necessary if work is to be done on the outside; and, even if the craft is under shelter, damp weather will shrink the canvas slightly and make the paint longer in drying.

Start in by carefully removing all deck fittings, mouldings, rails, light-boxes, etc., which are set on top of the canvas. After this has been done, get the tack puller and remove all tacks holding canvas in place. Lift the old canvas off carefully and use as a pattern for the anchor hole in the new canvas. On practically all cabin decks there is either a hatch or skylight (in many cases both). The one farthest forward is to be used as an anchor for the new canvas, and the hole cut in the canvas to fit around this hatch or skylight is to be the anchor hole. Spread the new canvas out on as smooth a surface as possible and lay the old canvas on top of it, centering it neatly. The portions around the edges of the hole of the old canvas which lapped up on the side of the deck structure are folded down flat against the new canvas, and the hole is marked out carefully. Remove the old canvas, rolling it up. Cut out the marked spot, making the hole slightly smaller than marked (about 1/4 inch on each side); take the new canvas up on deck, spread it out and attempt to stretch this hole over the hatch or skylight sides. Trim it out little by little, until it can just be forced over. Get back into the cockpit, stretch the canvas back over the after bulkhead of the cabin, tacking it temporarily to the bulkhead. Mark and cut out for any other deck structure which projects through the canvas, being careful to cut the hole small enough so that the canvas will have to be forced over the structure, and working backward from the anchor structure. The idea is this: the canvas must be stretched as tight as possible when permanently installed. If the holes were cut in the new canvas by using the old canvas for a complete pattern, the holes would be cut by inches when the canvas has been stretched while installing. In the method just explained, this trouble is eliminated, as the holes are cut when the canvas is under practically the same tension as it will be when installed. Do not trim around the edges of the new canvas hanging over the sides of the cabin, as we must have enough overhang so that the material can be stretched. Now that the openings have been cut in the new canvas, draw the temporary tacks from the after cabin bulkhead, remove the canvas, roll it up and place it in some warm, dry place until we are ready to install it.

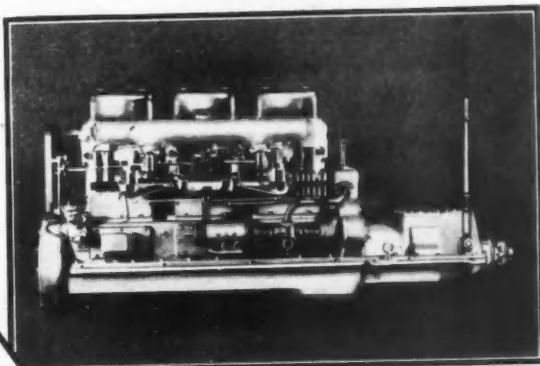
There is one point which may not be clear to you, and which you must remember. The only holes cut in the canvas are for any structures which are not removable and which project through the canvas. Anything which rests on the canvas must be removed. For instance, sliding rails for sliding hatches are often installed on top of the canvas deck covering. These rails and the hatch must be removed, and the canvas is not cut for this opening until it has been installed permanently. In installations where the canvas is lapped up along the sides of these rails, the opening is cut out of the new canvas when it is temporarily tacked on for its fitting. The hole is cut small enough so that sufficient material is left for this lap against the sides of the rails and the stopwater, which is the strip running between the rails and at the forward edge of the hatch-hole. Needless to say, in such an installation the sliding hatch must be removed before the old canvas can be taken off; however, the rails are left in place.

(Continued on page 126)

DECEMBER, 1929

"PERFECT PERFORMANCE"

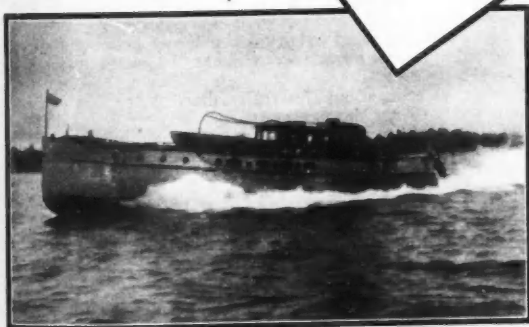
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Reprinted from the December, 1929, issue of MoToR Boating

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THIS simple practical device makes anchor raising the easiest job on your boat. The Sturges Anchor Hoist provides every requirement for lowering and raising the anchor with minimum manual effort. When not in use, the davit and the hoist can be unshipped, leaving only the base on deck. The Sturges Anchor Hoist is made for any type of anchor up to 100 lbs. Sturdily built, heavily galvanized. Furnished entirely in brass at slight extra cost. The davit can be designed especially to fit your boat without extra cost.

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You will be surprised at the many features of the Sturges Anchor Hoist. Let us explain them to you. Write today for details and prices.



Patent Applied For
We also manufacture a special hoist for handling outboard motors.

STURGES ANCHOR HOIST
5 Kensington Road. Bronxville, N.Y.

RESTORING DECK CANVAS

(Continued from page 124)

Scrape off all the old scalp paint; plane down any raised, uneven or splintered boards; sandpaper off until smooth and dust with damp rag. If the outer edges of the cabin deck are sharp, round off slightly with plane. Shellac all holes and seams in the woodwork and allow to dry; then fill flush with plastic wood. Give all the woodwork to be covered with canvas one heavy coat of trim paint made up of white lead, turpentine, oil and japan, mixing three parts turpentine to one part linseed oil, with about a gill of japan to a half gallon of this paint. Enough white lead is used so that it covers well with one coat. This is a good priming mixture and will dry overnight. As soon as this paint is dry, mix up about one and one-half or two quarts of the elastic seam composition with enough gasoline to thin it to the consistency of molasses. Smear this over the entire cabin top, but don't put it on heavy enough to run and lump. Endeavor to smooth it out as you go along. The best method of applying this mixture, particularly if you are working by yourself, is to brush it on around the forward hatch or skylight, stretch the canvas over this structure; paint down the centre of the cabin roof, working aft until you have passed the next cabin structure. Stretch the canvas over this hatch or skylight, and continue painting until you reach the after cabin bulkhead. Draw the canvas down over this bulkhead, and place about a dozen tacks to hold it tight over the centre of the cabin deck. Go up forward and paint from the forward hatch or skylight on to the bow; draw the canvas over the bow until it is stretched tight and tack temporarily. Paint the remainder of the port side of the cabin deck, draw the canvas over; stretch it tight at a point midway between the after cabin bulkhead and the bow, and tack permanently a space about one foot in length. Follow the same procedure on the starboard side of the cabin deck. Return to the after cabin bulkhead, withdraw the temporary tacks, stretch the canvas as much as possible and tack permanently a space about a foot wide directly in the centre of the top of the bulkhead. Go up to the bow, withdraw the temporary tacks, stretch tight and tack permanently. We now have six areas of the new canvas stretched and tacked down, as shown in diagram No. 1. Now look at diagram No. 2. Start in at the area shown as number one, stretch the canvas tight and tack down permanently. Go on the area shown as number two, stretch the canvas tight and tack down permanently. Continue this procedure until the entire canvas covering has been drawn tight and tacked down permanently.

The next step is to fasten the canvas around the sliding hatch. As explained in a former paragraph, if your hatch is of the type where it was necessary to remove the rails, proceed first by fastening these rails back in place. Then replace the stop-water, and cut out the canvas for the hatch opening, being careful to allow enough canvas to be left for the lap up on the inside of the rails and the stop-water. Draw the canvas up tight at this point and fasten.

Give the entire canvased cabin deck a heavy priming coat of the same paint mixture used for priming the wood under the canvas. Most people use a paint rich in linseed oil for the priming coat on canvas, but this really shortens the life of canvas, as it tends to rot the canvas, particularly under mouldings or rails. In fact, you may have noticed that painting the canvas before such wood fixtures were replaced was omitted. This is unnecessary, as seam composition has been well smeared on the side of these wood fixtures before they are replaced, and combined with quarter round mouldings set in seam composition alongside of hatch rails, etc., water cannot get into the canvas and it will remain sound for years. The idea of this priming coat of paint on the canvas is to merely fill the outer pores of the fabric. As soon as this priming coat is fairly dry, which should be in about two hours, the first coat of finishing paint is thoroughly brushed on. This paint should be one of the several well known marine paints, as the average amateur cannot mix the proper paint for the finish. While this is drying, let us cover the hatches.

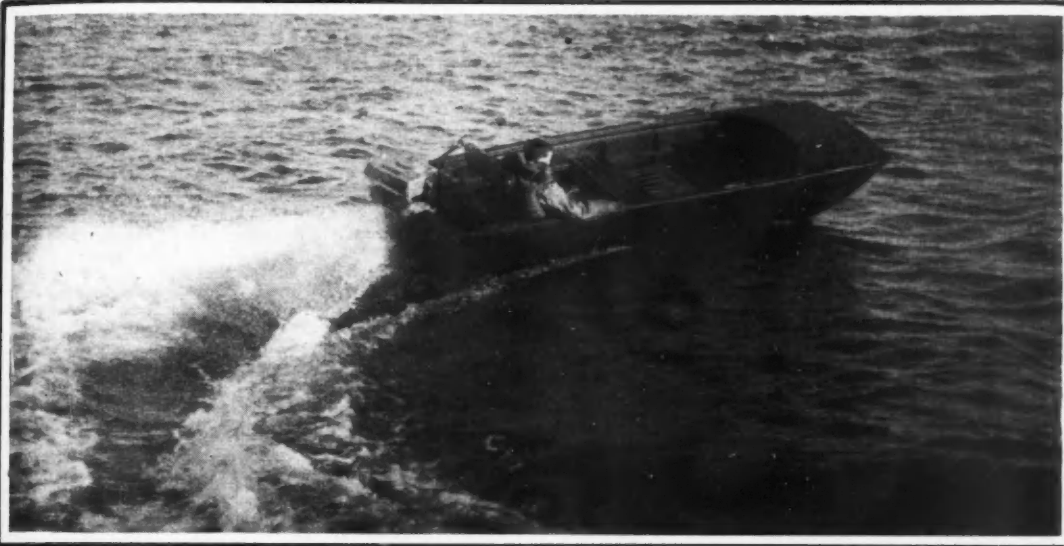
As the first coat of finishing paint has now dried thoroughly, sand it off well, and give it a second coat. After the second coat has dried, sand it off smooth and give a third coat. The third coat is the finishing coat and should be brushed out well.

While the finishing coat is drying, the deck fixtures such as light-boxes, search-lights, windlasses, niggerheads, cleats, etc., should be cleaned, polished or painted. If any of them need repairs or replacement, now is the time to do it.

As a sort of an aftermath, such a deck covering as described was put on a cabin boat by the writer. Ten years later, it was found necessary to cut a hatch through the forward deck, and when it was done the canvas was found to be in practically as good condition as when first installed. The seam composition formed a perfect binder between the fabric and the wood, making it necessary to exert considerable force to separate the two.

V. L. S., Wilmington, Del.

WHY!!!



Of all the small craft built, little Model 13 is the most perfect demonstration of the Sea Sled principle of Safety

THERE is a heap of difference between the light, flimsy plaything built only to develop excess speed, and the strong, sturdy hull planned to give real service. It costs more to build a Sea Sled than the ordinary boat of equal length, more conscientious work and more good, strong material is put into it.

These extracts from a letter received last month reflect the viewpoint of a satisfied owner.

"Due to my having a Sea Sled, a neighbor bought one and seems well pleased . . ."

"A man who had an 18-foot V bottom told me he wished he had my hull for just one day to go down the bay. He didn't dare to do so in his hull as it was unwise in such rough water..."

"I used my boat not as a racer, but as a thing to travel in, going 30 and 40 miles a day. I would decide to go to the inlet fishing at 10 A. M., would be there at eleven, fish until six P. M. and be back at the dock by six forty-five. The fishing grounds were about 20 miles away. The

regular fishing boats started to leave for home between four and four-thirty in the afternoon. Nothing of my size ever passed me down the bay in rough water. I only saw three other outboards down there. One was run by a coast guard and the other two were 13-foot Sea Sleds."

It is a common story among hunters, fishermen and campers who want a fast, safe boat for rough water, that the Sea Sled tops the list.

A Word to Strangers

We have a fine, husky list of dealers well distributed over the United States. East and West, it is our impression that they rank among the very best in the boat business.

Naturally, if we can increase the number and at the same time keep up the quality of this dealer list, we are desirous to do so. So if you are in a locality not already covered, we should be glad to discuss terms with you.

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SPEED • WITH COMFORT AND • SAFETY

OF ANY CRAFT OF THE SIZE



Mention MoToR BOATING, 57th St. at Eighth Ave., New York

YARD AND SHOP

(Continued from page 60)

The fact that four floors of the Grand Central Palace have been over-subscribed for the Silver Anniversary Motor Boat Show is tangible evidence of the activity in the motor boat industry.

REDWOOD PLANS YACHT BASIN

Plans are being made at Redwood City, Cal., for the construction of a yacht basin in Redwood Creek, the development to afford shelter for twenty boats and to be enlarged through dredging upon receipt of additional funds.

PALACE OVER-SUBSCRIBED FOR SHOW

Applications from exhibitors for space in the Grand Central Palace during the Silver Anniversary Motor Boat Show to be held January 17 to 25 have over-taxed all available space on the main and mezzanine floors, Ira Hand, manager of the exposition stated.

In addition, the third and fourth floors are heavily subscribed already, with many exhibitors yet to be allotted space among the accessory, motor and small boat displays.

Under the plan outlined this year, the entire first floor of the Palace has been reserved for cruiser manufacturers who requested sufficient space to show two or three boats each; craft which will range from 26-foot single cabin models to giant 50-footers equipped with all living accommodations of a home. A number of the exhibitors will show, for the first time, twin-screw cruisers modeled after the big yachts now in use in this country.

On the mezzanine floor, the runabout manufacturers will exhibit half a hundred models as compared with applications for space for nearly twice that many. Some of the builders will display, for the first time, the competitor for the outboard-powered boat, the new craft to bear all similarity to a runabout and yet be powered with a small inboard engine capable of driving the boat at speeds averaging 30 miles per hour. It is said that the price of the new units will be low enough to reach the mass strata of buyers.

Popular interest will carry spectators to the fourth floor where the outboard industry will be centralized in the exhibit of hundreds of motors and boats put on display by manufacturers showing as many as twenty-five or fifty units each.

"The unprecedented demand for space makes us wonder where we can hold future expositions," Mr. Hand stated. "We cannot secure anything in New York which will allow further expansion and our only hope lies in prosecution of the idea that the city should build an exposition hall near 72nd Street and Riverside Drive so that boats can be shown under a nautical atmosphere and in a building which will allow panoramic placing of all marine exhibits.

If such a building were constructed at the foot of the marine park development on Riverside Drive, it would become internationally famous as a center of all New York expositions and would serve to draw other shows here, expositions now being held in Chicago where much more desirable facilities are available.

RELIABLE AUXILIARY POWER

Nineteen days from Papeete, the schooner yacht Hispaniola came into Honolulu harbor recently under her auxiliary power, a Kermath 20 h. p. gasoline engine, and tied up at Pier 6, with all well and everything shipshape.

Two days later, she put to sea bound for her home port, Los Angeles, on the last leg of a four-months' cruise of the South Seas. Her Kermath took her outside until she picked up the northeast trade.

The Hispaniola was built at Wilmington, California, by Fel-lows and Stewart. She is 57 feet long, 17 feet beam, 8 feet draft. She was launched early in January and cleared immediately for Papeete and a cruise among the South Sea Islands.

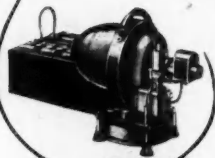
"Taking the new yacht to sea without even a trial trip gave me a good deal of concern," said Captain H. C. Scranton, master of sail and steam, and skipper of the Hispaniola, but the yacht proved herself an exceptionally fine craft in all weathers.

"When we began nosing around the islands I found the Kermath auxiliary invaluable," the skipper said. "Getting in and out of some of those anchorages through narrow openings in coral reefs, with seas, wind and currents to figure on, is something to keep a deep-water sailor awake. But we made them all handily with our Kermath auxiliary and I can vouch for the truth of the maker's claim—'A Kermath always runs.'"

(Continued on page 132)



Don't Skimp on Lights



**275
COMPLETE**

L. & B. Port Chester
600-Watt, 32-Volt Generator
with built-in, air-cooled
Gasoline Engine
80-Ampere-Hour Storage Battery
Starting Switch

It's easy to have plenty of electricity for searchlights, cabin and running lights—plenty, too, for electric pumps, fans, grills, anchor hoists.

The Homelite Generator with built-in 1½-h.p. gasoline engine is small enough for 30 footers, big enough for 70 footers. Generating set stores in 21" x 14" x 21", and weighs but 110 lbs. Batteries have 2500-watt-hour capacity for immediate use without operating generator. Write

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29 Riverdale Ave., Port Chester, N. Y.

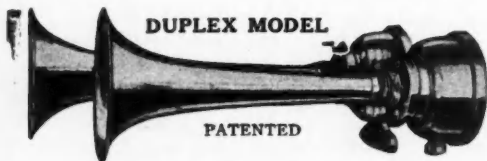
Distributors throughout the world

HOMELITE
Portable Electric Light & Power Plant 3243

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compressed air marine signal

Made in 15 models and tones for all types of sea, river and lake craft. With curved and straight projectors, of polished brass, nickel or chromium. Operates from pet cock or air tank.



At a touch of the button or cord your Strombos, the long distance marine signal, speeds messages far ahead, penetrating wind, fog, storm and noise. Distinctive, pleasing tone aids clear reception. Send for catalog.

(Dealers—Selling Strombos signals satisfies your customers and yourself!)

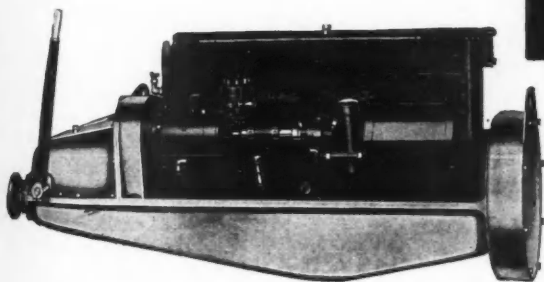
J. THOMAS RHAMSTINE*

Successor to American Strombos Co.

504 Woodbridge East

Detroit, Mich.

Every Gray "8"
Achievement
Is a Boost for
Joes Gears as well



Joes are Standard on
Gray Marine Engines,
also on 51 other makes.

Recently a Gray "8" engine was taken out of showroom stock, and twenty-four hours later, without any preliminary limbering up, won both the 110 and the 150 h. p. class races, at the Miami Beach Regatta.

This unparalleled record is the finest tribute that could be paid the skill of Gray engineers, and Old Man Joe is proud of their selection of Joes Gears as a standard part of Gray Engines.

It was Joes Gears that transmitted the tremendous power of the Mighty Gray "8" to the propellers that drove the winning boat to a double victory.

THE SNOW & PETRELLI MFG. CO.

19 Fox Street, New Haven, Conn.

JOES
FAMOUS REVERSE
GEARS

REVERSE 80%~88% of Motor Speed

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JOES 200 SERIES HAS THE DOUBLE CLUTCH PROTECTED BY PATENTS

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

AMERICAN MOTOR BOAT RECORDS

(Continued from page 20)

CLASS D, DIVISION I

Big Ben, owned by Harold Chapman, at Albany, New York, July 5, 1929. Built by Hallock. Johnson engine. Speed 38.09 nautical m.p.h.; 43.80 statute m.p.h.

CLASS D, DIVISION II

Blue Streak, driven by H. G. Ferguson, at Newport Beach, Calif., Oct. 6-7, 1929. Built by Lake Elsinore Boat Works. Johnson 32 engine. Speed 41.503 nautical m.p.h.; 47.728 statute m.p.h.

FIVE MILES

CLASS A, DIVISION I

Strange Interlude, owned by James Sullivan, at Boston, Mass., Oct. 5, 1929. Built by Porteus. Lockwood engine. Speed 23.29 m.p.h.

CLASS A, DIVISION II

B2, driven by A. E. Sutherland at Worcester, Mass., May 30, 1929. Built by Herbst. Lockwood engine. Speed 25.50 m.p.h. (4)

CLASS B, DIVISION I

Sweet 16, driven by N. C. Blanchard, at Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works. Johnson engine. Speed 36.95 m.p.h.

CLASS B, DIVISION II

Ohkay, driven by H. S. Ferguson, at Peoria, Ill., Oct. 15, 1929. Built by Lake Elsinore Boat Works. Johnson engine. Speed 40.43 m.p.h.

CLASS C, DIVISION I

Miss Chevrolet, driven by John R. Glassell, at Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works. Evinrude engine. Speed 39.47 m.p.h.

CLASS C, DIVISION II

Black Maria, owned by Al Thomson, at Lake Elsinore, Calif., Sept. 22, 1929. Built by Al Thomson. Evinrude engine. Speed 41.43 m.p.h.

CLASS D, DIVISION I

Peggy Lee, driven by Floyd Hodges at Cross Lake, La., August 4, 1929. Built by Ashbridge Boat Works. Johnson engine. Speed 41.06 m.p.h.

CLASS D, DIVISION II

Baby Whale, driven by Marshall Eldredge, at Peoria, Ill., Oct. 15, 1929. Built by D. N. Kelley & Son. Johnson engine. Speed 44.654 m.p.h.

CLASS E, DIVISION I

Thoroughbred Baby, owned by Col. S. Tooley, at Boston, Mass., October 5, 1929. Fay & Bowen boat, Johnson engine. Speed 34.82 m.p.h.

CLASS E, DIVISION II

Ludington, driven by J. Dunnell, at Worcester, Mass., May 30, 1929. Ludington boat, Johnson engine. Speed 40.36 m.p.h. (5)

SIX MILES

CLASS B, DIVISION I

Crandall Comet, driven by Charles Adams, at Newport Beach, Calif., Oct. 27, 1929. Built by Crandall Boat Co. Johnson engine. Speed 34.269 m.p.h.

CLASS B, DIVISION II

Blue Streak, driven by H. G. Ferguson at Elsinore, Calif., July 28, 1929. Built by Lake Elsinore Boat Works. Johnson engine. Speed 40.54 m.p.h.

CLASS C, DIVISION I

Blue Streak IV, driven by Chuck Hall, Lake Elsinore, Calif., July 28, 1929. Built by Lake Elsinore Boat Works. Johnson engine. Speed 37.75 m.p.h.

CLASS C, DIVISION II

Blue Streak IV, driven by H. G. Ferguson at Lake Elsinore, Calif., July 28, 1929. Built by Lake Elsinore Boat Works. Johnson engine. Speed 40.63 m.p.h.

CLASS D, DIVISION II

Blue Streak, driven by H. G. Ferguson, at Newport Beach, Calif., Oct. 27, 1929. Built by Lake Elsinore Boat Wks Johnson engine. Speed 43.584 m.p.h.

CLASS E, DIVISION I

Ceestepper, driven by L. E. Preston at Red Bank, N. J., August 25, 1929. Built by Penn Yan Boat Works. Johnson engine. Speed 40.227 m.p.h.

TEN MILES

CLASS B, DIVISION II

Full Quart, driven by John Maypole at Lake Winnebago, Wis., July 28, 1929. Built by Ramsey Boat Works. Johnson engine. Speed 33.24 m.p.h.

CLASS C, DIVISION I

Miss Genn III, owned by Robson Cupplls, at White Rock Lake, Dallas, Texas, Sept. 8, 1929. Built by R. Allen Smith. Evinrude engine. Speed 40.089 m.p.h.

CLASS C, DIVISION II

Blue Streak II, owned by L. Baughman, driven by H. G. Ferguson, at San Diego, Calif., Dec. 16, 1928. Built by Holt. Evinrude engine. Speed 38.59 m.p.h. (B)

CLASS D, DIVISION I

I'm Alone, owned by E. Widgren, Oyster Bay, N. Y., Sept. 29, 1929. Built by D. N. Kelley Co. Johnson motor. Speed 47.36 m.p.h.

CLASS D, DIVISION II

Blue Streak IV, owned by Dr. Baughman, at Lake Elsinore, Cal. Sept. 22, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 44.12 m.p.h.

CLASS E, DIVISION II

Miss Mystery, owned by L. F. Davids, at Boston, Mass. Oct. 5, 1929. Built by Fay & Bowen, Johnson engine. Speed 40.36 m.p.h.

FIFTEEN MILES

CLASS B, DIVISION I

Crandall Comet, driven by Chas. Adams at Newport Beach, Cal. Oct. 27, 1929. Built by Crandall Boat Co. Johnson engine. Speed 37.383 m.p.h.

CLASS B, DIVISION II

Blue Streak, driven by H. G. Ferguson at Lake Elsinore, California, July 28, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 40.40 m.p.h.

CLASS C, DIVISION I

Vagabond, driven by B. A. Wheeler at Newport Beach, Cal. Oct. 27, 1929. Built by Lake Elsinore Boat Works. Evinrude engine. Speed 35.785 m.p.h.

CLASS C, DIVISION II

Blue Streak IV, driven by H. G. Ferguson, at Lake Elsinore, Cal., July 28, 1929. Built by Lake Elsinore Boat Works, Johnson engine. Speed 40.31 m.p.h.

COX HEADS ARCHITECTS-BROKERS ASSOCIATION

At the recent annual meeting of the Yacht Architects and Brokers Association, held at the offices of the Society of Naval Architects and Marine Engineers, Irving Cox was elected as the new president for the coming year. At the same time Frank Bowne Jones was selected as secretary and treasurer and the Executive Committee will be composed of John H. Wells, C. G. Amory, H. H. Jennings and Drake H. Sparkman. Two advisory committees were chosen, one of which is to act on matters pertaining to naval architecture, and the other concerning itself with brokerage. The meeting was followed by a dinner at the Engineers' Club, at which prominent yacht builders were present as guests of the architects and brokers.

MATTHEWS RECEIVES BIG ORDER

What is undoubtedly the largest order in point of number of boats or dollars represented, ever placed with a boat manufacturer, was recently received by the Matthews Company of Port Clinton, Ohio, from their New York distributors, Bruns, Kimball & Co. The order calls for seventy-four Matthews stock cruisers of the 1930 series, deliveries to start in September of this year and delivery of the latter part to be completed about July 1 of next year. Approximately 70 percent of the seventy-four boats ordered are Matthews 38s and the remaining 30 percent 46s. They represent a total value of a little in excess of a million dollars, and, as the Matthews Company points out, the fact that any one distributor can order cruisers in such quantities is conclusive proof that the boat industry has arrived.

CHRIS-CRAFT

Runabouts and Cruisers Are All HYDE-Equipped



Chris Smith & Sons Boat Company of Algonac, Michigan, the world's largest builders of mahogany runabouts, equip all of their boats with HYDE propellers. Years of experience are behind the choice of Chris Smith—you can feel secure in following his lead.

A copy of our booklet "Propeller Efficiency" with information covering HYDE Products will be mailed to you promptly upon request

HYDE WINDLASS COMPANY

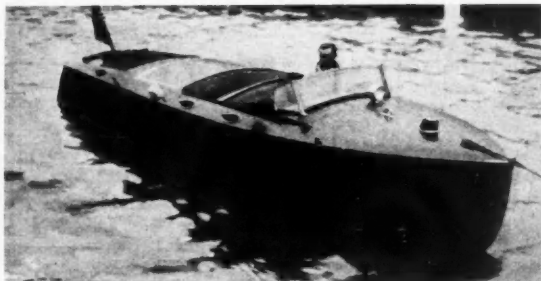
BATH, MAINE

YARD AND SHOP

(Continued from page 128)

SHILLAN NEW DART DISTRIBUTOR

J. W. Shillan, well known London business man and one of the most active figures in the marine field in Great Britain and Europe, has been appointed exclusive Sales Representative, by the manufacturers of Dart Speed Boats, throughout the Continent of Europe and the British Isles. Mr. Shillan is an extremely sound and aggressive person and through his interesting publicity stunts has probably done more to stimulate boating in England than any other one individual. By his record of achievements, and due to his annual business trips to this country, he is well and favorably known by the marine trade in the United States.



J. W. Shillan, new European representative for Dart runabouts

Shillan will operate in the British Isles through a Sales Company which will be known as The Dart Boat Company, Limited, and in Europe through a similar corporation known as The Dart Boat Company of Europe. Three carloads of Dart Runabouts have already been shipped to Shillan with more to follow during the month of December. The ten Dart models, which vary in length from 18½ feet to 30 feet, offer a particularly attractive and comprehensive line for such an able person as Shillan. On the other hand, by controlling a dealer organization in the British Isles and Europe, which in its scope embraces all of the principal cities of these countries, the new foreign representative of Dart Boats, Incorporated, presents an unusually splendid outlet for Dart Runabouts abroad. Mr. Shillan will exhibit Dart Speed Boats at the Motor Boat Salons to be held at Paris, Copenhagen, Berlin and Barcelona during the winter, and he will race Darts intensively in all important standardized speed boat events in England and on the continent.

A DISTINCTIVE BRIDGE DECK CRUISER

Occasionally we run across an unusual boat which seems to stand apart and demand a second glance—perhaps by virtue of its pleasing lines, a unique development of its accommodations, or sometimes by its brilliant performance. Such a craft is the handsome 46-foot bridge-deck cruiser built by the Ruddock Boat & Yacht Works at Greenwich, Conn. There is something especially appealing in its grace of line and one gets an instant impression of wholesomeness and ability.

The Ruddock cruiser is a double-cabin boat with bridge deck amidships protected by a comfortable glass enclosure. It has an overall length of 46 feet, an 11-foot beam, and 3½-foot draft. Dependability of performance is guaranteed by the installation of twin 65 h.p. Kermath motors.

Accommodations provide for a spacious forward cabin with two lower and two upper berths. Just abaft this on one side a complete built-in galley is arranged, opposite which there is a separate stateroom with all conveniences for one person. Forward is the chain locker followed by toilet room with wash basin, linen lockers, etc.

The after cabin is equipped with two spring beds, large storage room on the port side and toilet room to starboard. A bureau with mirror is located at the after end and drawers have been provided under the berths.

The engine room has been located under the bridge deck between cabins with entrance through the galley under the cabin steps or at the after end. Accessibility to the motors is assured by large hatches which lift up inside the bridge deck. Construction throughout is particularly heavy and no detail has escaped its full complement of equipment.

ELIMINATING THE FIRE HAZARD

The Alfite System of extinguishing fires by carbon dioxide gas, recently introduced by the American-LaFrance and Foamite Corporation of Elmira, N. Y., is daily attracting more attention from the runabout, cruiser and yacht owner. The properties of gas as a fire extinguishing medium have long been known. Methods for storing the gas, providing for its release and securing correct concentration at spaces to be protected had to be perfected, however, and this has now been accomplished.

The Alfite System is particularly adapted for motor boat installation. Its fire extinguishing action is almost instantaneous. When the system is actuated by the opening of a valve, the liquefied gas immediately changes into a gas and expands about 450 times. This gas is piped to the engine compartment, galley or other spaces to be protected. Being a gas, Alfite is three dimensional in its action and spreads into every crack and corner where air exists. A 17 per cent concentration of Alfite Gas will extinguish a fire, but to provide for a factor of safety, double this concentration is provided for.

The fact that this gas reaches every place, no matter how inaccessible, makes it possible for it to extinguish fire in spaces which direct application could not reach. This is of inestimable value in combating fires in boats, bilges, motor bases, crevices around gasoline tanks and similar places.

Cylinders containing Alfite Gas are made in different sizes which may be installed either as an individual unit or grouped together to form a battery, depending on the size of the boat and the hazards to be protected. For example, one 25-pound cylinder of Alfite Gas usually affords ample protection for the motor compartment and galley of cruisers up to 30 feet in length. In larger vessels one large gas cylinder may be used or several cylinders grouped into a battery, as mentioned above. In the case where several cylinders are correlated to form a battery the discharge of one or two master cylinders automatically discharges the others so that all the gas in the battery is released into the piping system to the protected areas. The system may be discharged either manually, semi-automatically or automatically.

(Continued on page 134)



This giant crane is typical of the modern equipment found in the Ruddock yard at Greenwich, Conn.



TYPE 356





TYPE 145

The "Miss Dee Wit" is forty feet long and will maintain a speed of seventy miles per hour in rough sea with a load of ten passengers.

Cleveland To Detroit By Compass "And We Struck The River Squarely"

"Without doubt the Pioneer compass is the finest I have ever used," says the gentleman at the wheel, Joseph B. Lodge, Vice President of the Dwight Lumber Company, and General Manager of their Marine Division.

"I have checked the Type 356 at all speeds and found it accurate. In coming up from Cleveland we set our course for the Detroit River and struck it squarely."

"I have the highest regard for Pioneer Instruments. The next series of boats we build will all be entirely Pioneer equipped; and I am recommending Pioneer Instruments to other speed boat builders."

TYPE 356. Mounts flush in a vertical panel. Indirectly lighted. Diameter of card $2\frac{3}{8}$ " \$60.00

TYPE 383. Similar to type 145. Vertical card only. Diameter of card $2\frac{3}{8}$ " \$50.00

TYPE 145. Mounts on vertical or horizontal surface. Can be read from top or side, front or back. Diameter of card $3\frac{1}{2}$ " \$65.00

TYPE 518. Similar to type 145. Vertical card only. Diameter of card $3\frac{1}{2}$ " \$55.00

Radium illumination included on all Pioneer Compasses.

Pioneer Aircraft Instruments suitable for use on speed boats include:

AMMETER WATCH TACHOMETER COMPASS
FUEL LEVEL GAUGE FUEL PRESSURE GAUGE FUEL FLOW METER
THERMOMETERS (OIL AND WATER) OIL PRESSURE GAUGE

Ask Department "M. B" for descriptive booklets

PIONEER INSTRUMENT COMPANY

DIVISION OF BENDIX AVIATION CORPORATION

754 LEXINGTON AVENUE • BROOKLYN NEW YORK

439 SO. SAN PEDRO, LOS ANGELES • 15 SPEAR ST., SAN FRANCISCO • 420 W. DOUGLAS ST., WICHITA • 5034 W. 63RD ST., CHICAGO • 527 SUSSEX ST., OTTAWA
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MARBLEHEAD ANTI-FOULING GREEN BOTTOM PAINT

"We are pleased to recommend this preparation as representing the highest grade product that can be used."

—JOHN H. WELLS, Inc.

"We have used Marblehead Anti-Fouling Bottom Paint for nearly fifty-five years on practically all of our yachts and the fact that we continue to use and specify it wherever possible is proof that we are satisfied with the results obtained from this remarkable paint."

—HENRY J. GIELOW, Inc.

"We have been unable to find anything that will stand up as your paint does under all conditions."

—GEO. LAWLEY & SON CORP'N.

STEARNS-McKAY MFG. CO.

Marblehead, Mass., U. S. A.

Universal

"RENE"

Owner, A. P. Sloane

"NENEMOOSHA"

Owner, Alfred I. DuPont

"CIGARETTE"

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"NARASINGH"

Owner, The King of Siam

"PEARY"

Owner,
Com. Donald E. MacMillan

"WASP"

Owner, Wm. Wrigley, Jr.

"GYPSY"

Owner, Hal Roach

USMV "Siwash"

USLS "Portland"

WHERE
ONLY
THE BEST
IS
GOOD ENOUGH

These are just a few of the well known cruisers and yachts which are equipped with Universal Lighting Plants. When you're looking for absolute dependability, smooth operation, and steady current, you can find it in a Universal.

UNIVERSAL MOTOR
COMPANY MBG-12

Oshkosh, Wisconsin

UNIVERSAL

ELECTRIC PLANTS

1½ - 2½ - 4 - 7½ - 10 - 12½ KW

GOTZ, A NOVEL OUTBOARD

(Continued from page 51)

wood. You must bear in mind that this craft Gotz should not be too heavily built, so wherever possible use light-weight materials, and of small dimensions. The side windows in the deck house will be fixed, also the one in the after end. The two forward windows however will open. The sash are arranged to lift up in their rabbets, and then swing in. See Figure 5 for details.

The cabin top will be made from ¾ by 2 inch spruce or cedar tongue and groove staving and covered with duck. House carlins will be made from ¾ by 1½ inch fir or spruce. Set these on 12 inch centers.

Hatch covers, doors, and all the woodwork in the cockpit and cabin must be made of light woods like cedar, Indoako, or spruce.

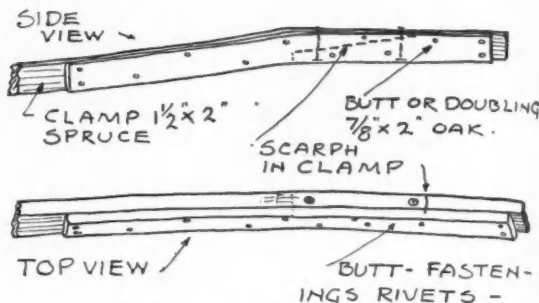


Figure 6. Scarp and butt block in deck clamp at break in sheer.

Painting and finish were discussed in Part I, previous number of MoToR BOATING, so need not be repeated here. Undoubtedly prospective builders of Gotz will get off to a better start if they secure prints from the original plans which are drawn to a scale of ¾ inch to the foot. These are obtainable at moderate cost from The Editor of MoToR BOATING, 950 Eighth Avenue, New York, N. Y. A circular describing many useful books on boat designs and boat building can also be secured on request.

A STOCK 5½ LITER HYDROPLANE

A rather unusual craft has been designed and is now being produced as a stock boat by the British Power Boat Company of Southampton, England, to come within the specifications of the International 5½-liter class hydroplanes. The new model is of particularly fast design and is slightly over 21 feet long with a beam of 5 feet, 8 inches and a 1-foot, 9-inch draft. An American-made 135 h.p. Scripps motor is used for power, driving through a Cross Gear Box. This engine, Scripps' model 124, develops its rated power at 3,000 r.p.m. and gives the boat a turn of speed ranging between 45 and 47 m.p.h. Seating accommodations are provided for two people and its design and construction are such that the boat will serve either as a racing craft or as a small, fast and seaworthy runabout. The new hydroplane has been produced by the Experimental Department of the British Power Boat Company, who were directly responsible for the design and construction of Major Segrave's Miss England. Several prominent British sportsmen are already listed as owners of these boats, among whom Major Segrave himself might perhaps be mentioned as being best known to American yachtsmen.

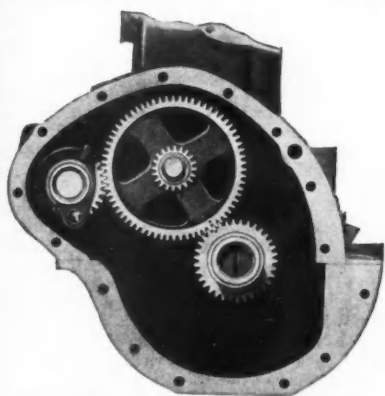
TEXAS YACHTSMAN ORDERS FAST SKIFF

The Wheeler Shipyard of Brooklyn, N. Y., manufacturers of Wheeler Playmate Sea-Skiffs, has just completed a most attractive sport model 33-footer for J. B. Gary of Houston and Boling, Texas. Mr. Gary's new cruiser is an exceptionally able boat intended for deep-sea fishing, commuting and cruising.

The new skiff has been christened Mariposa, and is powered with a 200 h.p. valve-in-head six-cylindrical Kermath motor which turns a 21 by 14 wheel 2,000 r.p.m. and gives the boat a driving speed of 26 m.p.h.

Cabin interior arrangements offer complete cruising facilities to a party of four and the accommodations include four Pullman berths, galley, toilet, dresser and locker. The design includes a forward cockpit, large bridge deck and after cockpit, the latter being so designed that it offers best facilities for deep-sea fishing.

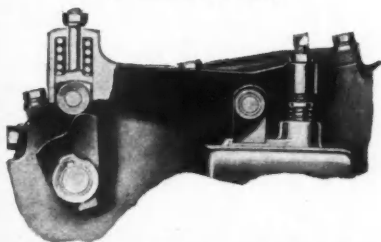
(Continued on page 136)



RUGGED, HELICAL TIMING GEARS—the only satisfactory type for high speed marine service.



WATER PUMP WITH DOUBLE DRIVE SHAFT—each shaft driven independently by steel gears running in oil—eliminating pump gear contact, and insuring long life.



SIMPLIFIED REVERSE GEAR ADJUSTMENT on outside of case. Spring-loaded plunger type reverse arm prevents undue pressure on reverse band, and compensates for wear and expansion. This insures trouble-free operation and a positive and dependable reverse at all times.

A QUALITY MARINE ENGINE

EVERY part of a Chrysler Marine Engine—with the exception of electrical equipment—is designed and built in Chrysler factories. No other system of manufacture permits the rigid control of quality in materials and workmanship that is insisted upon at Chrysler.

The Marine Engine Division of Chrysler Motors is a separate and distinct unit. Its personnel includes marine engineers of long and varied experience. To them is delegated final and absolute responsibility for the design and construction of Chrysler Marine Engines.

As a consequence, Chrysler now enjoys the patronage of more than 3,000 boat owners, who know from experience that nothing less than a real quality marine engine is capable of attaining the performance abilities shown by their power plants.

For further information, address the Marine Engine Division, Chrysler Corporation, Detroit, Michigan, or any of the distributors listed below.

ATLANTIC RADIO & MARINE CO., INC.
Boston, Mass.

HALL-SCOTT MOTOR CAR COMPANY
Seattle, Washington

MARINE EQUIPMENT & SUPPLY CO., INC.
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J. H. HUTCHINSON
Alexandria Bay, New York

YACHT & MOTOR SALES CORP
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SYRACUSE MOTOR CAR CO.
Marine Division, Syracuse, N. Y.

Chrysler

MARINE ENGINES



CHRYSLER MOTORS PRODUCT

YARD AND SHOP

(Continued from page 134)

WISCONSIN ASS'N. PROMOTES ACTIVE SEASON

A most successful season of outboard motor boat racing has been closed in Wisconsin with the running at Madison of the contest for the Walter Wellmann Memorial Trophy. Bob Flannigan, of Oconomowoc, was the winner of the trophy and the event is of particular interest to outboard enthusiasts because Flannigan was a comparatively newcomer to the game, having purchased his outfit only a few months prior to the race because he thought he would like racing. His success at the sport is attested by the fact that he was able to win the Wellmann trophy from some of the country's most experienced drivers. The race is an annual affair and was won last year by Bill Frey of Madison.

The races throughout the state have been held under the auspices of the Wisconsin Boating Association, operating under the sanction of the Mississippi Valley Power Boat Association and the American Power Boat Association. Their activities are of special interest to outboard associations as they were the first to receive their charter from the national association and were organized by men who have always been interested in boating activities. George Kamm of Racine, Wisconsin, is the commodore, W. O. Welch and L. L. White, vice-commodores, W. H. Van Horn, secretary, and C. H. Bradley, treasurer.

So efficiently have the Wisconsin races been conducted and so enthusiastic have racing drivers been in their praise that the national association has embodied into its rules and regulations many points originally found necessary by the Wisconsin association.



A fast wheeler, 33 Playmate, especially adapted to fishing purposes and Florida conditions

OHIO CLUB CELEBRATES RIVER OPENING

On October 22 an interesting regatta was staged by the Ohio River Yacht Club at Cincinnati, Ohio, in conjunction with the celebration of the opening of the river with a minimum draft of nine feet. Heavy rain and wind interfered seriously with the successful running of the races, which were held only on the 22nd, being postponed from the two days succeeding that date. Exceptionally fine arrangements had been made for the meet and a valuable set of trophies had been provided. About six hydros of the 151 class were present as well as fifteen fast outboards.

The chance race over a course of five miles was won by Flash, owned by J. A. Scarlett of Covington, Kentucky. Miss Behave, owned by Roger McWilliams of Cincinnati, came in second, and Roger Boy II, owned by Charles R. Mehle of Cincinnati, was third. Three other runabouts were entered in the competition and Flash's winning time for the five miles was 9:06.

In Class B, Division I, the outboards ran a two-and-a-half-mile contest in which Sea Gull, driven by Arrell Reinking of Indianapolis, proved to be the victor. Rum Runner, owned by Dan Engestown of Gary, Indiana, was second and Flying Indian, driven by Carl Boyer, Toledo, was third. Eight boats were entered in this heat and the winner's time was 8:57.

Twelve boats were entered in the Class C contest, and both Divisions I and II were taken by Sea Gull, owned by Frank Bremmerman of Indianapolis, J. Venegia driving. His time was 8:05, the fastest time of the meet.

In Class D, Divisions I and II, five miles, Tiny Tot, driven by O. N. Reinhardt of Parkersburg, West Virginia, took first place; Sea Gull was second; and Wallie, driven by W. J. Verberg, Milwaukee, was third. Eight boats entered the competition and the winner's time was 8:57.

In the five-mile race for runabouts six boats were entered and Robert H. Hermann's Rascal succeeded in capturing first place. Roger Boy II finished second, and Jean Fulton, driven by H. F. Fulton of Cincinnati, was third. Winner's time, 9:09.

Christmas Gifts

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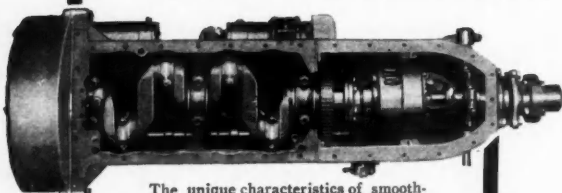
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YARD AND SHOP
(Continued from page 136)
A NOVEMBER REGATTA ON THE DELAWARE

November regattas in the North are not every-day stunts. As a matter of fact, they have always been considered impossibilities on the Delaware River.

Yet the Trenton Yacht Club bravely scheduled outboard and speedboat races as part of the 250th anniversary celebration of the settlement of the city, under the auspices of the 250th anniversary committee, and the city supplied the trophies.

Impossible, said everybody.

Boldly the committee went out for entries, advertised the races far and wide.

Virtue will have its reward.

Wonderful weather was the first gift. November 2 was the date. The thermometer reached 77 on November 1. The day of the regatta, it was also in the 70s as the sun shone down brilliantly when the boats lined up. Trus, rain fell late in the day, but not enough to disturb contestants, officials, or some 8,000 spectators.

Imp, a 225 h.p. hydroplane, with her Hispano motor, property of Walter A. Buskee, of Lake Hopatcong, N. J., which had broken down in the Gold Cup regatta when running third, came through with two victories, winning a handsome banner, and beautiful cup.

"Glad I came," said Buskee afterwards when receiving the trophies, "and I challenge the Trenton Yacht Club with the Delaware to come to Lake Hopatcong and take this banner back."

Imp won in the handicap speedboat races in the class of boats with more than 120 h.p. On points she nosed out Earl J. Van Sciver's Peter Pan, of the Tri-State Yacht Club, Essington, and Dr. R. W. Davison's X-ray, of Trenton Yacht Club, in the handicap race. In the time trials she averaged 37.43 m.p.h., to defeat Commodore Billy Freitag's Ethel Ruth, of Westville.

Jack Pollard, of Ocean City, N. Y., drove his Chriscraft Breathless to victory in each of the two heats, to win the scratch race for speedboats of less than 120 h.p. Breathless ran beautifully. She just nosed out A. Pemsel's Comanche II, of Trenton, in a beautiful nip-and-tuck race in the second heat. Robert Starkey's Gertrude C, from Morrisville, Pa., was third. Commodore Billy Freitag had trouble with his boat in the second heat, and dropped out.

Speedboats go over big with crowds in Trenton, and the multitude cheered with much gusto. However, outboards turned out in surprising numbers, there being many on hand from northern Jersey and scattered points north and south. And they bobbed about and raced as beautifully as on any July day.

A New York boat won the first race. That was the heat in Class B, and later came back to win the second heat for a perfect score. She was Wee Minneford, property of Edward Hauptner, of City Island, N. Y. Wee Minneford won two close races from Miss Julia V, driven by Fred Jacoby, Jr., of North Bergen, N. J., and W. B. Tuck, Florida driver, with Mercury.

There was much discussion concerning the winner in Class C. At first the committee decided Century Cyclone won. She was driven by Robert Lane, of Newark, N. J. Then the committee changed its mind, and gave it to Rocket, driven by A. S. Leng, an Evinrude-powered Campbell boat from Caldwell, N. J. Rocket took home the prize, although there was still a doubt. Harper Chance, with Microbe II, from Port Norris, N. J., was third, and Tom Maloney's Miss Norristown, from Norristown, Pa., fourth.

The Class C heats were bitterly fought, T-13 won the first heat, 5.10, driven by William Hockeny, averaging 34.83 m.p.h., but did not compete in the second heat and was out of the point scrap. Century Cyclone was second in that heat, and third in the second heat. Rocket won the second heat, and there was a vigorous dispute as to whether Rocket was fourth or fifth in the first heat. That problem is still shrouded in doubt. On the answer depends whether she deserved first or second prize.

Regina, with a perfect score, won Class D honors. She was handled by Fred Uprichard, of Clifton, N. J. Second was Pigeon II, driven by H. M. Smith, of Moorestown, N. J., and third Typhoon Jr., Louis Borsos, Jr., Philadelphia. Regina made it a double victory by taking the free-for-all. She was a fast boat and averaged 39.77 m.p.h. in the free-for-all, against 38.70 m.p.h. in the first heat of Class D, and 38.16 m.p.h. in the second D race. Microbe was second in the free-for-all.

Hack English's Breakaway was winner in the special service class outboard race, open for Trenton Yacht Club boats only, beating Ray Worth's Sunbeam and Harry Walker's Pep in a hard race.

(Continued on page 140)



WINNERS *with* EMPIRE MARINE OIL!

Time and again the craft that flashes over first is lubricated with **EMPIRE MARINE OIL**. Outboards and inboards . . . racing boats and cruisers—wherever and whenever boat races are held, **EMPIRE** lubricated craft are well up in front. Chosen by boat racers for superior performance, it should be used in your craft for the same reason!



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YARD AND SHOP

(Continued from page 138)

ENGLISH CONCERN HELPS OLD IRONSIDES

Not many months hence the U. S. S. Constitution will be spreading her wings proudly to the breezes. A mere \$100,000 is all that is now needed to finish the work of overhauling and reconstruction. No one doubts for an instant the success of this patriotic endeavor started with the pennies of thousands of school children. All that is necessary is for the public to know that a little more cash is wanted and it will be forthcoming immediately.

L. W. Ferdinand & Co., 152 Kneeland Street, Boston, United States representatives of Jeffery's Marine Glues, have donated half of the marine glue necessary to put the old frigate in commission again. The English concern of Jeffery's Marine Glues have most generously volunteered to supply free of charge the other half. This is extremely liberal on the part of the donors when one learns that it will take all of five thousand pounds, or two and one-half tons of glue to do a thorough job.

Can any one question for a moment that this patriotic movement will not win out when old-time antagonists see fit to help perpetuate the glory of this wonderful old fighter.

A 1930 RACE TO PRINCE RUPERT

According to plans of the Alaska International Cruising Club and the Seattle Yacht Club, Prince Rupert, British Columbia is to be the goal in a race for long-distance cruisers next summer, starting from Seattle. Prince Rupert is a thriving little town of approximately 6,000 inhabitants and is located just below Dixon entrance. This proposal is not entirely unexpected inasmuch as suggestions have already been made to the effect that it would be more satisfactory to change the present arrangement for a long Olympia-Juneau race every year to a shorter run every other year. Undoubtedly such a plan will give rise to the formation of some sort of Inside Passage Cruising Club, to which participants in the Seattle-Prince Rupert Race will be eligible, supplementing the present Alaska International Cruising Club formed for those persons who participate in long-distance races from a United States to an Alaskan port.



For safety at night, put a Carlisle & Finch searchlight on your boat. Project a powerful beam to great distances.

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The world's only motor boat manufacturer's courtesy car is operated between Chris Smith & Sons Boat Company's Algonac plant and Detroit. This distance of about fifty miles is daily traversed by this courtesy car. Friends, customers, business men, all avail themselves of this courtesy and ride out to Algonac whenever opportunity presents. Because the only connection with this famous boating city is by trolley and bus, this courtesy car is all the more appreciated.

Sixteen thousand miles have been covered between these two cities in less than four months' time with this car. Its usefulness may be readily appreciated.

The idea of courtesy cars has long been in use by automobile manufacturers whose factories were located well out of the cities. It remained, however, for Chris-Craft, builders of mahogany motor boats, to institute the custom in the boating world. When you are in Detroit you, too, may avail yourself of this courtesy car for a ride to Algonac in this only car of its kind in America.

(Continued on page 142)



Hall-Scott builds out of ALL the things that make good engines!

When do you enjoy your boat most? There's only one answer to that question . . . when it's under way!

And only a downright good engine can give you real pleasure then . . . an engine so dependable that you can trust it in the foulest of waters . . . so nicely balanced that it answers instantly any change you make in its controls.

Every Hall-Scott is exactly that sort of engine. Every one is built out of long experience, out of skill, out of the finest of tested materials . . . and, perhaps, most important of all, out of untiring efforts.

And that is the *only* way that fine engines can be built!

You will find the Hall-Scott engines at the displayrooms listed below. We will send you descriptive material of course, but you will enjoy them most if you can go over them yourself! Why don't you do it soon?

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Mention MOTOR BOATING, 57th St. at Eighth Ave., New York

YARD AND SHOP

(Continued from page 142)

NEW VAN DORN GRINDERS

The Van Dorn Electric Tool Company of Cleveland, Ohio, has just announced a new 7-inch Flex-Disc Grinder in addition to their present 9-inch Grinder, which has proved to be a time-saver over the hand method of smoothing welded and soldered joints and seams, cleaning dies, smoothing metal surfaces before painting and any other work requiring filing, sanding and emerying.

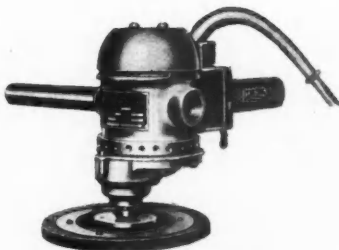
It has ample power and with the use of a felt-backed abrasive disc it will handle these operations quickly and satisfactorily.

The improvements made on the 7-inch Grinder have been included on the 9-inch Grinder, such as refined design, a removable pipe handle and right and left-hand bosses, making it possible to quickly and easily change the grinders for right or left-hand operation.

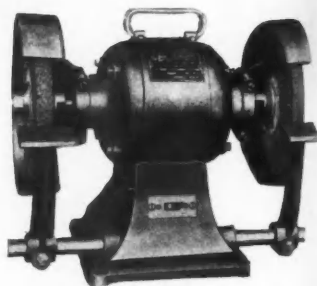
To complete their line of portable grinders, they have also announced a new 7-inch Bench Grinder for sharpening all sorts of edge tools and light grinding.

It is a compact, sturdy ball-bearing grinder with the ball bearings mounted in dustproof housings. It is exceptionally smooth running and vibrationless at all speeds, due to its dynamic balance.

It is furnished complete with grinding wheels, adjustable tool rests, wheel guards, switch and cable, and is available for all voltages and currents.



The Van Dorn 7-inch Flex Disc Grinder, a handy tool about a boat yard



The 7-inch Bench Grinder, a compact machine useful for all sorts of light grinding

STRAIGHT-LINE GEAR PROVES EFFICIENT

One of the most valuable contributions which engineers have made to the art of boat building in recent years is the Morse straight line reduction gear. This device has been hailed by marine architects and engineers as one of the most satisfactory things of its kind ever put before the boating public, and it is rapidly coming into popular favor.

Barbara Ann of San Francisco Bay is one of the newer cabin cruisers to be equipped with the straight-line gear. She is of V-bottom construction with two Model 125 Kermaths delivering their power to the propellers through a Model F Morse Straight Line Reduction gear. This pleasing craft is the property of Pacific Auto Stages, Inc., and is used for pleasure trips around the bay, and up the Sacramento and San Joaquin rivers, with occasional short cruises on the open Pacific. The Morse Gear gives her a speed of 20 miles per hour maximum, and a cruising speed of 17, with motors developing about 142 h.p.

The installation of these reduction gears on yachts, cruisers, and work boats is among the most interesting developments of modern boat building practice. They enable the builder to install the smaller, more modern type of motor running at higher speeds, and still have the most efficient propeller speeds available at all times without carrying excess engine weight due to the need for 40 to 60 more horsepower than the boat actually needs. Some interesting developments in construction are promised as the result of the introduction of these new type straight-line reduction gears.

(Continued on page 144)

For Christmas

A gift that will endure and endear itself as its years of usefulness roll on. What finer tokens of your good taste and thoughtfulness, than a genuine Zeiss Prism Binocular and a Zeiss Ikon Camera! Ask your dealer to show them, or write for catalogues.

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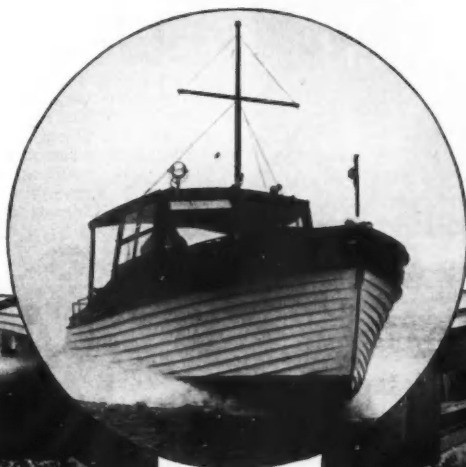
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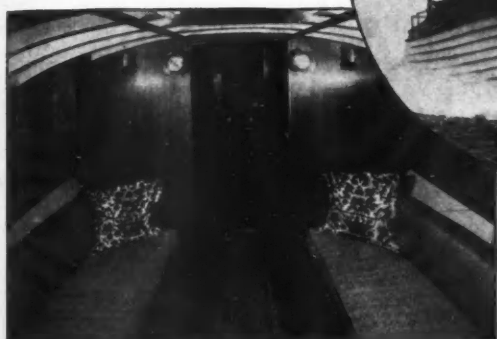
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A DeLuxe
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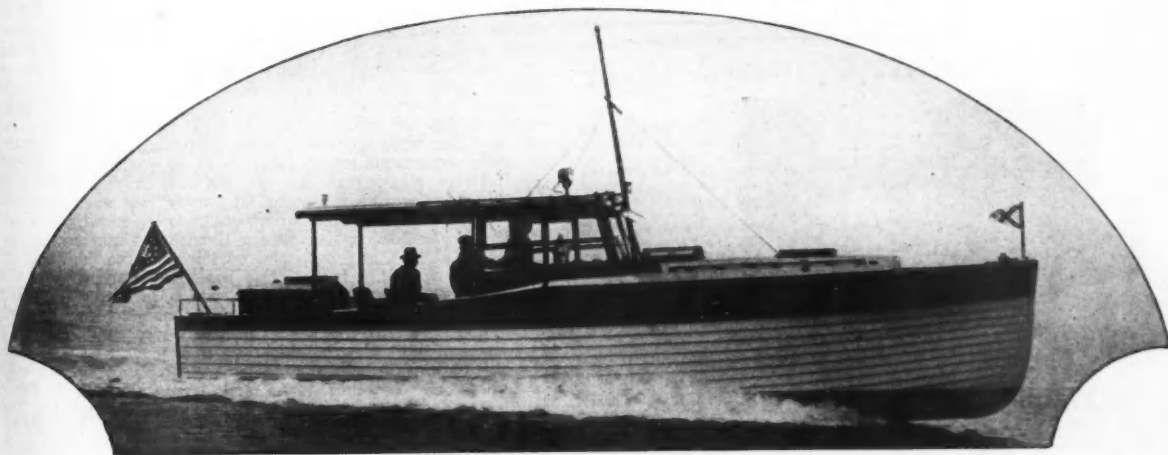


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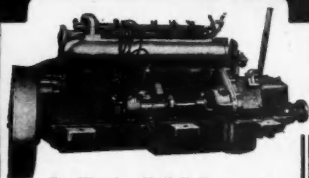
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READ WHAT THE RED WING "WARRIOR" is doing in Maryland

Writes F. B. Eisenbrandt, Baltimore, Md. —

"We are surprised at the Warrior's power and smoothness. It drives Mr. Hucke's 38 x 8½-foot boat at better than 9 miles an hour, turning an 18 x 12 wheel at 1,250 R.P.M. No one expected this boat to ever do better than 8 miles, regardless of the size of motor placed in it. Comments on the Warrior by other boatmen have been very favorable."

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The Warrior, 30-50 H.P., complete with Paragon 90% reverse gear and 2-unit, 6-volt electric starting motor and generator. Bore 3¼", stroke 5". Piston displacement, 230 cubic inches.

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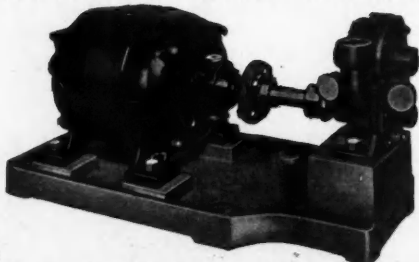
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Write today for literature and prices.

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259 GREENWICH STREET NEW YORK, N. Y.

YARD AND SHOP

(Continued from page 142)

HACKER APPOINTS CHICAGO REPRESENTATIVE

The Hacker Boat Company of Mt. Clemens announces, through Henry Hellmuth, Sales Manager, the appointment of William Templeton as distributor of the full line of Hackercraft all-mahogany runabouts and fast cruiser-commuters in the Chicago territory. Mr. Templeton has organized his own company, known as Templeton & Company, and has already leased space in the new Motor Boat Mart on the Navy Pier in Chicago, where he will display the new 1930 Hackercraft models.

Mr. Templeton's experience covers more than twenty-five years' intimate association with motor boating, from the yachtman's viewpoint. He also brings to this new work a rare knowledge of retail selling and service in the runabout field.

Before forming Templeton & Company, Mr. Templeton was Secretary of the Kimball Marine Corporation, Chris-Craft distributors in Chicago.

In assuming responsibilities for this distributorship, Mr. Templeton feels confident of success warranted by the tremendous increase in interest in boating along the Lake Michigan water front in the Chicago territory and in the numerous smaller lakes where the fast all-mahogany runabout has grown so popular in the past five years.



William Templeton, appointed Chicago distributor for the Hacker Boat Company

A REVERSION TO SAIL

A recent issue of the *Bulwark*, published monthly by Henry J. Gielow, Inc., prominent naval architects of New York, Miami and Detroit, speaks of the trend in modern yacht design which is taking us back to the days of sail. Years ago, the old fashioned schooners, barks and brigantines with their lofty and picturesque spread of canvas propelled by the power of the wind alone were the only types of vessels to be seen, and the modern steam, gasoline or Diesel engine was an unknown thing. Then came the development of the steam engine and later the Diesel engine and for a long time the old windjammers seemed destined to fall completely into the discard. Now, however, we are seeing quite a few of the finer and larger yachts which are being equipped with considerable sail area, not only the more modern type of fore and aft rigs but also the more picturesque square-rigger. These vessels are not only graceful and pleasing to the eye but they appeal strongly to the man who cruises for more than mere rest and relaxation.

Typical of this type of auxiliary yacht is the auxiliary brigantine *Illyria*, designed by Gielow for Cornelius Crane of Chicago. *Illyria* is 147 feet in length and contains all the comforts and luxuries of a palatial home. She has also been provided with a great deal of special equipment which is being used in a scientific expedition which she is now making for the Field Museum of Chicago. The voyage will cover the best part of the year and will take the ship over a distance of about thirty thousand miles, through the Malay Archipelago, up the coast of India, China, around Japan and across the North Pacific to Alaska, down the coast of North America through the Panama Canal and back home to Boston.

(Continued on page 146)

What's New for 1930 ? ? ? ? ? ? ?

There is PLENTY!

Practically every leading boat builder, engine manufacturer and accessory maker will present new models for 1930. There will be new prices, improvements, and new ideas . . . and perhaps some daring innovations for the yachtsman.

MoToR BoatinG's Show Number (February issue) will give you complete descriptions of these 1930 products, together with several hundred illustrations and specification tables of standardized cruisers, commuters, runabouts, outboard boats, inboard engines and outboard motors. There will also be special articles by well-known authorities on the subjects of interest to all boating enthusiasts. In fact, you will find this 500-page Show Number of invaluable assistance in selecting your boat, motor or other marine needs for 1930.

\$1.00 at all newsstands

Out January Seventeenth

Manufacturers!

The Show Number of MoToR BoatinG reaches the largest audience of buyers in the boating world, with 50% to 100% more circulation than any other boating magazine. Show time is sales time, and MoToR BoatinG's Show Number is the greatest sales producer in the market.

Furthermore, at no additional cost it is possible for you to get 100% trade coverage through MoToR BoatinG's special Trade Annual, edited exclusively for the marine dealer and manufacturer. Let us tell you how you can get this extra and valuable trade circulation **FREE.**

**Advertising Forms Close
December 16th to 23rd**

Tell your newsdealer to reserve a copy of the Show Number for you, or send \$3.00 today for one years' subscription to MoToR BoatinG, to include the February Show Number.



The Yachtsmen's Magazine

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NEW YORK, N. Y.**

The BROOKS PLAN gives \$3 worth of boat for every \$1 you spend!



a Cruiser



a Sail Boat



a Runabout



an Outboard Speedster



—or most any craft your fancy desires

Send only 10c for illustrated book showing 55 different Brooks models — from duck boats to cabin cruisers — which come knocked-down. You put them together from easily followed patterns — have something interesting to do in your leisure—and save 2/3 the cost. You don't have to be a carpenter or an architect either.

Write today enclosing 10c for copy of the book—giving details of 55 different boat models and prices.

BROOKS BOAT CO., Inc.
Dept. 3M
SAGINAW WEST SIDE, MICH.

Know it All!

EVERYTHING a boatman or yachtsman needs to know—and more—about rope. Explained in our new, FREE, illustrated booklet, "Rope for the Boatman." It tells what kind, size, weight, length of rope to use for every boating purpose; how to use and care for rope; other interesting, valuable information. Send for it—NOW. You'll in no way be obligated.

PLYMOUTH CORDAGE CO.,
North Plymouth, Mass.

PLYMOUTH *The Rope You Can Trust*

Clean Your Boat . . . inside and out with this Sudsy Action Cleanser

The result of 33 years' experience in the manufacture of cleaning preparations, Silver Suds Marine Cleanser penetrates and dissolves dirt by an exclusive sudsy action.

Silver Suds Marine Cleanser is prepared exclusively for the economical and safe up-keep of the yacht and not a violent scouring compound for paint-removing purposes. It is an excellent hand soap—Instantly removes engine room grease—and harmless to the skin.

USE SILVER SUDS FOR THE HULL
1 and 5 gallon wooden pails at \$2.50 & \$7.50. Send 50c for trial pail

SILVER SUDS
Marine Cleanser

DEALERS AND DISTRIBUTORS WANTED SILVER SUDS MFG. CO., Philadelphia, Pa.



TOPPING BROTHERS, New York Distributors
159 Varick Street, New York

YARD AND SHOP

(Continued from page 144)

BONNEY ADDS TO LINE

Two new Chrome Vanadium Wrench Sets are announced by Bonney Forge & Tool Works of Allentown, Pa.

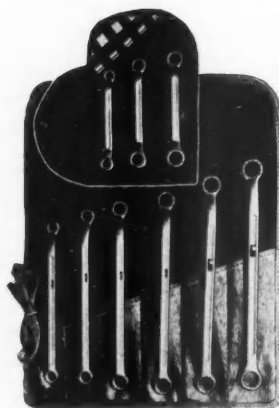
The No. 29 Set consists of the three most popular short type Double Hexagon Box Wrenches. These three Double End Wrenches take care of the six most commonly used nuts and bolts.

The No. 31 Set consists of six Double Hexagon, Double End Box Wrenches of the regular length—and are the 12 sizes most frequently used.

These wrenches are broached with double hexagon openings, making it possible to remove nuts or bolts even though obstructions will only permit a one-twelfth turn at a bite.

The well known Bonney line, although unusually complete, is further broadened by the addition of Double Hexagon Chrome Vanadium Sockets in a very complete range of sizes.

Because of the great strength of Chrome Vanadium alloy steel used by Bonney, it has been possible to design these new sockets with very thin walls. They are covered by the usual Bonney guarantee to replace free of charge, any wrench which breaks in service.



Two new Chrome Vanadium Wrench Sets and a Double Hexagon Chrome Vanadium Socket of alloy steel, recently announced by the Bonney Forge and Tool Works

CALIFORNIA CLUB YEAR BOOK

The officers of the California Yacht Club are to be complimented on the unusually fine year book which they have prepared for the 1929 season. A great deal of information invaluable to the yachtsman in general and the club member in particular is contained within its pages. Among the numerous subjects which are covered in the new volume might be mentioned the usual contents of year books such as lists of the club officers and members, together with a brief history of the organization and a multitude of other special subjects such as flags and signals, flag officers, lights, cap devices, signal codes and practically every other point on which a member might possibly desire information. Complete tables of yacht and motor boat time allowances are included and considerable space has been devoted to yacht routine and racing rules.

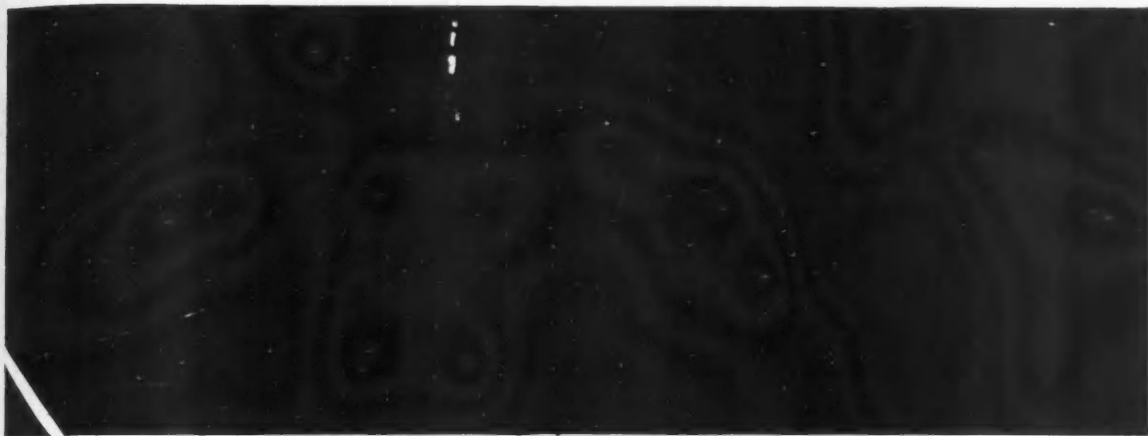
MATTHEWS ANNOUNCES WEST COAST SHOW-ROOM

On October 1, Boardman and Flower, 1740 Van Ness Avenue, San Francisco, opened their display of boats and engines, headed by a display of Matthews Stock Cruisers of the 1930 series.

With the Northern California territory now provided for in Sales and Service for the Matthews Company, there is but one more territorial opening remaining on the Pacific Coast on Matthews Stock Cruisers.

C. M. Isenhower, sales manager of the Matthews Company, reports that the Pacific Coast consumption of Matthews Stock Cruisers has been entirely satisfactory, considering the short time in which the franchised distributors have been functioning there and the long freight haul necessary to effect delivery.

(Continued on page 148)



Four identical Chris-Craft stage a cleanup in the President's Cup Regatta at Washington.

4 to 200 H. P.

\$295 to \$2300

PROBABLY never before such a clean sweep in the history of stock runabout racing. Four major events of the year were won by Kermath-powered Chris-Craft.

THE NEWPORT REGATTA, THE GOLD CUP REGATTA at Red Bank, THE PRESIDENT'S GOLD CUP REGATTA, THE HARMSWORTH REGATTA.

Not just a single victory—but a complete series of unqualified achievements in the realm of motor boating. ☐ This is a singular, consistent and outstanding demonstration of the speed qualities of both the Kermath "200" and the Kermath "150". ☐ Is not this the type of engine you should have in that smart speed boat you have—or desire? ☐ Let us send you further illuminating facts on all Kermath models.

KERMATH MANUFACTURING COMPANY
5879 Commonwealth Ave. Detroit, Michigan
90 King St. W. Toronto, Ontario

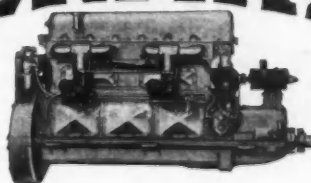


28 ft. Chris-Craft with Kermath 200 H. P. engine wins at Newport Regatta.



Dr. Sanborn of Detroit winning 200 H. P. class at Detroit Regatta Kermath powered.

KERMATH



"A Kermath Always Runs"

Mention MoToR BoATINg, 57th St. at Eighth Ave., New York

PLASTIC
WOOD



for
**TRANSOM
ROT**

For this serious condition Plastic Wood will make a permanent repair.

With a chisel cut away the rot, having the cut narrow at the beam end and wider amidships, leaving a thin skin of wood at the inside or, if cut through, nail a piece of board on the inside to serve as a batten. If the hole is large, drive copper nails here and there to strengthen the adhesion of the Plastic Wood. Fill the cavity with successive quarter-inch layers of Plastic Wood, allowing each to dry. Build out beyond surface of transom, plane down, and refasten plank.

PLASTIC WOOD

Reg. U.S. Pat. Off.

At Ship Chandlers, Hardware and Paint Stores

1 lb. can \$1.00 ¼ lb. can 35 cts.

Write our Engineering Dept. for free book on Plastic Wood
for boat repairs, or for advice on any specific problem.

Addison-Leslie Co., 26 Bolivar St., Canton, Mass.

For Constant Service There Are None Better Than

REGAL MARINE ENGINES



Where service is unusually hard Regals serve best. They are built to give constant service at the lowest cost.

EIGHTEEN MODELS — 2 H.P. TO 75 H.P.

Regal Engines are equipped with high speed reversing gear. Link Belt, silent chain drive for timing gears.

REGAL GASOLINE ENGINE COMPANY

Established 1901

74-82 WEST PEARL ST., COLDWATER, MICH.

Manufacturers of REGALITE, ½-K.W. air-cooled electric lighting plant.

Write for particulars.

AC

SPARK PLUGS BUILT FOR MARINE USE



**AC
SPARK PLUG
COMPANY
FLINT, Mich.
U. S. A.**

BE SURE to get the type recommended for your engine (1) High speed, high compression engines, AC Type "AM" ⅜" Regular Marine, or Type "GM" Metric Regular Marine. (2) Outboard or inboard racing engines, AC Type "G2½" Metric Regular or Type "A2½" ⅜" Regular. (3) Boats with automobile engines, AC Type "Y" ⅜" Semi-aircraft or Type "N-1" Metric Semi-aircraft. (4) Slow speed large bore engines, AC Type "Q" ½" Long; AC Type "A2½" Regular, or AC Type "G" Metric Regular.

YARD AND SHOP

(Continued from page 146)

D. B. HUSS TAKES KERMATH POST

J. B. Farr, president of the Kermath Manufacturing Company, of Detroit, builders of the well known and internationally recognized line of Kermath marine engines, announces the appointment of Dwight B. Huss to the Sales and Engineering staff of Kermath.

Mr. Huss has been identified with the automotive field since 1902. He was first with Oldsmobile as a technical engineer, and later with the Hupp Motor Car Company in their experimental engineering department, and from this position he became intimately associated with sales and technical work for Hupmobile.

Mr. Huss brings to his connection with Kermath a ripened experience and a highly practical knowledge of the marine field, as he has always been an ardent yachtsman.



*Dwight B. Huss, recently appointed to the
Kermath Sales and Engineering staff*

His experience in sales and engineering work and his first-hand knowledge of motor boating provides Mr. Huss with a unique background in which to aid in the expansion program at Kermath, necessitated by the very large increase in business which this twenty-year-old company has been enjoying. He will maintain close personal contact with the Kermath dealer organization and aid in their sales and service problems.

STANDARDIZATION IN BOATBUILDING

"No business has a brighter future than the motor boat industry, for automobiles are working so well, that they are crowding us into the water," declared C. F. Kettering of the General Motors Research Motor Boat Engineering Dinner and Conference in Detroit, sponsored by the National Association of Engine and Boat Manufacturers.

He pointed out that the rapid rise in the popularity of motor boating has made it necessary and advantageous for the motor boat industry to follow the example of the automobile manufacturers by increasing the safety factors and introducing standardization in design and construction.

Jay W. Smith, president and general manager of the Chris Smith & Sons Boat Company, manufacturers of the famous Chris-Craft, said that the motor boat industry is now in the same stage that the automobile industry was 25 years ago. Entirely too much attention has been given to speed in boats; more attention should be given to safety, standardization, and serviceability. And this is exactly what the Chris-Craft boats are designed toward. The recent episode of the Chris-Craft rescue on Lake Erie in a severe storm is an example of this seaworthiness.

People want a safe boat, rather than an extremely fast one.

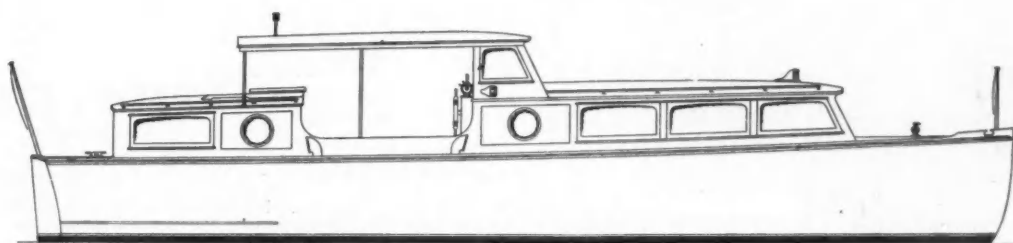
(Continued on page 150)

DACHEL-CARTER BOAT CO., Inc.

ANNOUNCE

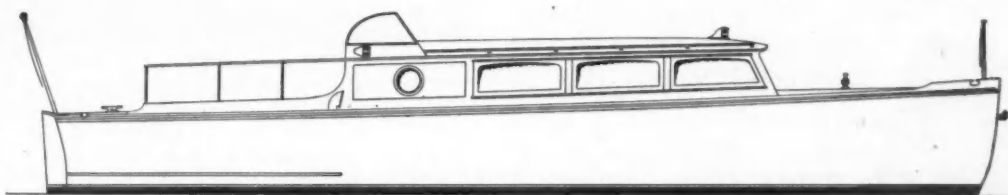
THREE NEW MODELS FOR 1930

A 34-FOOT COMMUTER—A 40-FOOT CABIN EXPRESS CRUISER
AND A FAST 48-FOOT CRUISER



OUR NEW 40-FOOT DOUBLE CABIN EXPRESS CRUISER

Owner's cabin aft, containing large double berths, 4 feet wide, hanging clothes lockers and large toilet room. Bookcase and writing desk. Forward cabin seats 10 people comfortably, with sleeping accommodations for five. Toilet room, hanging clothes lockers and locker space under seats. Large galley, having ice-box with 200-lb. capacity, Protane gas stove, sink, dish locker and other conveniences. Speeds from 18 to 40 miles, depending on power unit.



34-FOOT COMMUTER

The cabin is same layout, with accommodations, as forward cabin on 40-footer. Speeds from 20 to 40 miles per hour, depending on power unit.



The New 1930 Model DACHEL CARTER *Twin 45 Screw*

With new and refined lines and many new and exclusive features

DETAILS OF OUR NEW 48 ON REQUEST

Larger cruisers up to 75 feet, custom-built to your individual requirements from our designs or your naval architect's plans.

Get our prices before placing your order and see how much you can save.

Write for descriptive folder

DACHEL-CARTER BOAT CO., INC.
BENTON HARBOR MICHIGAN

Mention MoToR BOATING, 57th St. at Eighth Ave., New York

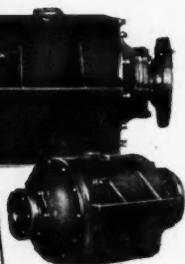
Modernize Your Boat with a MORSE REDUCTION GEAR

A Morse Straight Line Reduction Gear will give your boat more speed and maneuverability, together with lowered maintenance and operating costs. Power at the propeller is increased and vibration is materially lessened. These gears are the ideal equipment for modern type power plants.

Morse Straight Line Reduction Gears are available for both Diesel and slow speed gas engines, as well as the higher speed motors. Installation drawings, and complete information will be mailed free upon request. Please state size and type of power plant when writing.

Morse Chain Co.

7601 Central Ave.
Detroit, Michigan



Photograph showing relative size of two new heavy-duty Morse Reduction Gears.

MORSE
STRAIGHT-LINE
REDUCTION GEARS

The Ideal Xmas Gift DELUXE YACHT LOG for Pleasure Entries



Size 8"x11"

PRICE \$12.50

Order today for Xmas delivery.

Be sure to send name of boat, yacht club and design of house flag, in colors, with your order.
Marine Publishing Co. Box 265, Beverly Hills, Cal.

WHAT finer gift could you give him than this beautiful log in which to record with notes, sketches or photographs the happenings of his many cruises—fishing parties or races?

First of its Kind Ever Published
No other log like it. Printed on heavy art paper. Real calf skin binding. Cover embossed in gold leaf with club insignia in all colors. An artistic, durable, practical addition to any yacht's library. Grows more interesting as records accumulate. Published Yearly.



Powerful Searchlight



Fig. 498

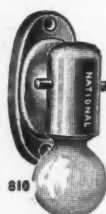


Fig. 810

We manufacture a complete line of Poweray and Lobby Searchlights, running lights and cabin fixtures, outboard specialties and marine type electric house fixtures. Ask for National Marine Products at your dealer—look for the Trade Mark. Write for circular to Dept. G.

The National Marine Lamp Co.
FORESTVILLE, CONN., U. S. A.

YARD AND SHOP

(Continued from page 148)

THE NEW YACHT TENDERS

Nowadays it is the individual and the distinctive object which gets attention. We see this in every article in daily life about us. We see it even in the building of fine motor boats. Chris Smith & Sons Boat Company of Algonac, while the world's largest builders of all-mahogany motor boats, at the same time specialize in individual high-grade yacht tender building. For several years it has been a pride of theirs to have turned out a large number of these craft for many of the finest yachts afloat today.

Their success in this line of specialized building comes, it would seem, in their desire to make Chris-Craft but a part of the complete yacht on which it is to go. Every yacht tender thus is different from the next. The hardware, for example, on the tender must match that on the mother ship. Mahogany must match mahogany, teak for teak, and so on. So it is with the Chris-Craft yacht tender lying in the davits. The whole is such a pleasing picture that the small boat blends into insignificance. It becomes a part of the larger ship.

Owners of the world's finest yachts have recognized this distinctive touch which craftsmen of Chris Smith & Sons Boat Company have added to their tenders, and have been quick to appreciate it. When yachts like those of Alfred P. Sloan's Rene, Walter O. Briggs' Cambriona, H. E. Manville's Hi-Esmaro and Frederick J. Fisher's Nakhoda, take the water with these tenders sparkling on their decks it is but another proof that distinction in craftsmanship will win out.



The 26-foot Chris-Craft which is to be used as a tender to Alfred P. Sloan's new yacht Rene

ROYAL MOTOR YACHT CLUB OF N. S. W. (AUSTRALIA)

The only Motor Yacht Club in Australia that has been honored by His Majesty, the King, with the right to use the prefix Royal, and the consequent right from the Admiralty to fly the Blue Ensign, the Royal Motor Yacht Club of N. S. W. is one of the most progressive aquatic bodies in the Empire.

Founded twenty-four years ago, it has grown with the development of the internal combustion engine, until to-day it numbers amongst its fleet of vessels some of the finest craft and speed boats in the world.

The activities of the club have not been confined alone to speed boat racing, but extensive cruises, sometimes with as many as 30 and 40 vessels, have been encouraged, and many ports around the coast of Australia visited.

The club works in close association with the Royal Australian Navy, and many of its members are on the list of the Royal Australian Naval Volunteer Reserve. The Navy gives regular lectures at the club house upon various phases of Naval Discipline and Affairs and from this it is an easy step for members to enlist in the Naval Reserve.

The greatest progress of the club has taken place within the last four years, during which time Stuart F. Doyle, a prominent Australian citizen, has been Commodore. The policy of creating branches of the club has been a highly successful one, and is a very interesting method of club development that might well be emulated. The club has its main organization on the picturesque shores of Rose Bay in Sydney Harbour, where a splendid club house with a large boat shed having accommodation for numbers of members' boats, is available at a nominal charge. An electric winch for handling speed boats, tenders, etc., is available, and the boats are hauled in and out of the water with facility.

The two main branches of the club are at Broken Bay

(Continued on page 152)

.... a KUHLS Advertisement by E. J. WILLIS Co. *who say* **KUHLS Compositions**



W. E. WILLIS

are without a competitor in their field"



Kuhls No. 1 for Deck Seams—
No. 2 for Hull Seams—
No. 3 for Laying Canvas.

It's a source of satisfaction to know that after making Seam Compositions for 40 years, KUHLS is still called the leader by such leading distributors of marine supplies as E. J. Willis Company. If you are a boat-builder owner, marine architect or ship chandler, you must be interested in this statement by E. J. Willis Company:

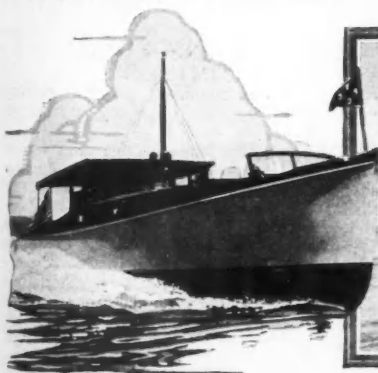
"As Specialists in yacht equipment, we are very particular in our recommendations —

KUHLS ELASTIC SEAM COMPOSITION is without a competitor in its particular field. As dealers, distributors and manufacturers specializing in only the highest quality of yacht equipment, it is only natural that KUHLS ELASTIC SEAM COMPOSITION should be so highly recommended by the E. J. WILLIS COMPANY."

Thousands of tests every year conclusively prove that KUHLS Compositions are superior in quality, ease of application, and length of useful service. Countless instances on record

show that these compositions remain in perfect condition indefinitely. This is due to the fact that KUHLS Compositions remain plastic in the face of the most rigorous service.

Write today for literature and samples. Prompt and efficient attention given every request. Shipments made day of receipt of order—in any quantity.



On all Matthews stock cruisers KUHLS Compositions play an important part. Pictured above on the left is the new 1930 46-ft. sport cruiser.

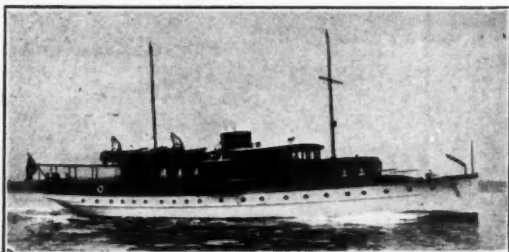
The makers of the famous "Sea Sled" write: "... We are now using KUHLS Compositions and intend to continue using them ... this decision was made after finding KUHLS the most satisfactory."

H. B. FRED KUHLS

Elastic Seam Compositions
65th Street and 3rd Avenue,.....Brooklyn, N.Y.

"Best for Boats"

For Your Cruiser or Outboard
Use
Philippine INDOAKO Wood



NIRVANA IV

Recently Built by
N. Y. Yacht, Launch & Engine Co.

is planked with
Philippine INDOAKO Wood

Circular, Sample and Price-List on request

INDIANA QUARTERED OAK CO.
222 East Avenue Long Island City, N. Y.

TANKS

For Storage of
GASOLINE, OIL or WATER
Made to Order

No matter what your tank problem, we are ready to meet your requirements for special shaped tanks in galvanized steel, monel metal or copper. Our engineering department will be glad to assist you. Also a large supply of standardized tanks in many sizes carried in stock for prompt shipment.

RUDDERS, STACKS, SPECIAL WORK GALVANIZING

L. O. KOVEN & BROTHER
Incorporated
154 Ogden Avenue Jersey City, N. J.

Algonac Boat Hoists

Hand hoists make very good means for laying up your boat. Immediate delivery on standard model hoists. Write for information.

Hand ... and ... Electric ... \$115 to \$250



Monnier Bros., Inc.

Algonac, Mich.

Represented by the Leading
Boat Dealers in the Following
Cities:

Chicago, Ill. Galveston, Tex.
Lyon, Miss. Calumet, Mich.
Oshkosh, Wisc. Toledo, Ohio
Miami Beach, Fla.

We still have some very good territories open for live dealers.

YARD AND SHOP

(Continued from page 150)

(Hawkesbury River) some twenty miles north of Sydney Harbour, and at Newcastle. The former locality is a magnificent sheet of water with nearly 1,000 miles of coast line, covering ocean, harbour and river scenery. On a picturesque cove at Pittwater, the Broken Bay branch has built a handsome club house, with wharf, slips and all arrangements so dear to the heart of the motor yachtsman. At holiday time, this is a rendezvous for all people enjoying aquatic sport. The Newcastle branch is situated some 100 miles north of Sydney Harbour, the club house being on the shores of Lake Macquarie, a large inland lake about six miles out of Newcastle. This stretch of water teems with fish, and has every advantage that the motor yachtsman could desire.

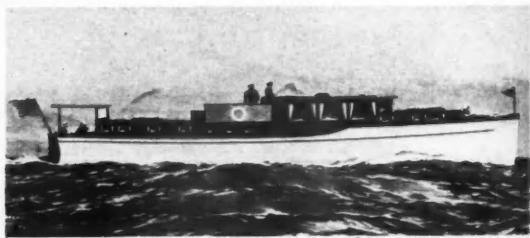
The constitution of the parent club and branches is interesting. Each branch is a self-contained financial unit, but the members of any branch have the right of the privileges of any other branch. The constitution of each of the branches is controlled by the club, but the branches have certain rights of voting in the affairs of the parent club, and thus protect their interests.

The flag officers of the branches are independent, and each branch has its branch commodore and branch flag officers and officials.

Here, as elsewhere, the outboard motorboat has become a popular vogue, and the officials of the club have endeavored to create a set of rules and conditions that will enable these speedy little craft to be handled in a manner that gives satisfaction to everyone.

Inter-branch contests are common, and a general spirit of co-operation exists between the club and all its branches.

The main object of the branch organization is to enable a member to go cruising and find a haven of refuge in every port of call, and ultimately, branches will be founded right up and down the coast of New South Wales.



A charming 70-foot commuter now being built at the yards of the Consolidated Shipbuilding Corporation from their own design. Two 300 h.p. Speedways will give her a commuting speed of 25 m.p.h.

A. P. HOMER JOINS CONSOLIDATED INSTRUMENT COMPANY

Arthur P. (Pat) Homer has been appointed Director of Sales Promotion of the Consolidated Instrument Company of America, Inc., New York.

Mr. Homer's most recent connection was with the sales department of the Waltham Watch Company, prior to which he was for seven years president of the Homer Oil Company.

Homer graduated from the Engineering School of the University of Texas in 1897. In 1910-11 he helped to organize the U. S. Power Squadron in which he was made Flag Officer up to and including the early part of 1915. Prior to this he commenced to round out a reputation for himself by designing and building the first double cockpit runabout, named Loisan, which was purchased by Yale University in 1912, to be used as the coaching launch, and is now much better known by the name Yale.

In 1913 he designed and built the first of the rear-cabin small cruisers, Remoh IV.

During the war Mr. Homer was Liaison Envoy to Franklin D. Roosevelt, then Assistant Secretary of the Navy. He also was a member of the Special Board for Patrol Vessels which took over private yachts and equipped them for patrol service.

He has been a member of the Royal Thames Yacht Club of England since 1915 and was Lloyds Register Rep.

Arthur P. Homer has assumed his duties as Director of Sales Promotion of the Consolidated Instrument Company, in which capacity he will primarily devote his efforts towards the Marine Department.

(Continued on page 154)



On Every **Chris-Craft**

Erico-Kainer products are used on every boat—from 22 foot runabout to 38 foot commuting cruiser—built by Chris Smith & Sons, world's largest builders of all mahogany motor boats.

On these famous Chris-Craft this year may be found Erico-Kainer Steering Gears, Navigation Lights, Electric Deck Connections, Portlights, Dome Lights, Ventilators, Mooring Bitts, Deck Plates, Flagpoles, Chocks, Searchlights and Steering Wheels.

Boat builders everywhere are standardizing on Erico-Kainer Marine Specialties. If you are not yet familiar with this de luxe line of dependable marine fittings, write for our new 1930 catalog.

ERICO KAINER CO.

763 MATHER ST.

CHICAGO



Consider the Many Advantages
of

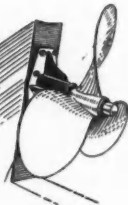
Hathaway

FLAX PACKED BEARINGS

No person who has had any extended experience with marine bearings can weigh the many advantages of a correctly designed flax packed bearing, without rightfully discovering that every possible requirement that goes to make the perfect bearing has been anticipated—which being a fact, established beyond question by years of performance, it follows that wisdom dictates the installation of Hathaway Bearings and the consequent elimination of all bearing troubles.

HATHAWAY MACHINERY CO.
NEW BEDFORD, MASS.

The **Hathaway**
RESILIENT
Flax Packed Stern Bearing



PENN YAN MOTODINGHIES

A DINK that travels 30 M.P.H.! Why endure the tedium of a dinghy as you have to row, or the disappointment of a high-powered engine on a round bilge rowboat? The new Penn Yan Motod dinghies are designed for high speed service; they are extremely seaworthy and smooth running. Ideal for hunting, fishing, and general outboard usage.

The 9 footer for A & B class motors.....\$145
The 11 footer for B & C class motors.....\$165

Made by the largest manufacturers of the dinghies in the U. S. A. Rowing and sailing dinghies of all sizes. Outboard motor boats for racing and family use. Send for WATER THRILLS, our new 48-page catalog.

PENN YAN BOAT COMPANY, Inc.
185 WATER STREET PENN YAN, N. Y.

LOBEE CIRCULATING & BILGE PUMP

You can't get a better or more reliable pump than the Lobee because there isn't a better one made. It has been the World's Standard of Pump Quality for 25 years. No other pump has proven so popular in the marine trade. Simple, compact, noiseless and positive.

These pumps will outwear the engines to which they are attached.

Gear and Rotary Pumps from 1/4" to 1 1/2" suction and discharge. Different designs for various types of drive and mounting made to order.

Write today for catalog and prices.
Sold by Leading Dealers Everywhere.

Lobee Pump & Machinery Co.
1790 Niagara Street, Buffalo, N. Y., U. S. A.



YARD AND SHOP

(Continued from page 152)

AMERICAN RUNABOUT WINS EUROPEAN VICTORIES

At this year's most important European regatta an American-built Hackercraft, powered with an American-built Kermath marine engine, owned by a prominent German sportsman, won a sweeping victory against nine competitors entered in the special 12-liter class race held in Venice, Italy, during the month of September. The 26-foot Hackercraft Buzzard III, owned by Richard M. Busse of Berlin, continued its meteoric successes in the season's last regatta.

There were nine competitors entered against this boat, two Italian boats each with 400 h.p. motors, which, as Mr. Busse explained in chronicling the account, was extremely formidable competition against his 26-foot Hackercraft with but a single 200 h.p. Kermath.

The race was run for the Tatler Trophy, a very handsome silver design which is an exact copy of a bowl given by Queen Anne in the year 1704 to the London Surgeons' Company. The trophy was presented by Brigadier General Neville Campbell of the well known firm of British publishers, the Great Eight.

Two races had to be run. The points scored in both races were added together to decide the final winner of the event.

The first race was contested for on the open sea of the Adriatic, in front of large throngs who gathered at the Lido to watch this thrilling event. A heavy sea was encountered and three of the boats shipped so much water that they had to retire from the race. Mr. Busse's boat, however, rode out the course with the utmost buoyancy.



Baron von Plessen and R. M. Busse are shown in the latter's Kermath-powered Hackercraft, which won the Tatler Cup at Venice, Italy, and numerous other victories abroad

In commenting on his 26-foot Hackercraft performance, Mr. Busse stated that it rode beautifully throughout the race without taking aboard so much as a drop of water, despite the fact that the sandbags which every contestant was compelled to use as ballast, according to the rules of the race, were torn loose and their contents scattered all over the bottom of the boat.

In contrast to the first day's race, the second event was a very tame affair by comparison as it was competed for in the Lagoon.

Due to a little difficulty Mr. Busse encountered at the outset of the race, his Hackercraft was not first, but its position entitled the Berlin sportsman to a greater number of points than any other boat, which thus made him victorious and the winner of the Tatler Trophy.

Among Mr. Busse's victories with his 1929 Hackercraft are included such triumphs as the Runabout Championship of Europe, the German Blue Ribbon for runabouts, the German Motor Boat Association 12-liter class championship, and the Free-for-All Race of the German Motor Boat Association.

Mr. Busse is extremely proud of the remarkable record he has made with his American-built Hackercraft. It is doubtful whether any other single runabout in one racing season has ever acquitted itself half so well as this German sportsman's Kermath-powered Hackercraft.

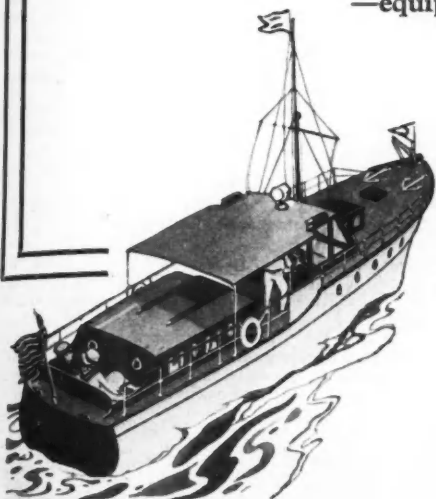
(Continued on page 156)

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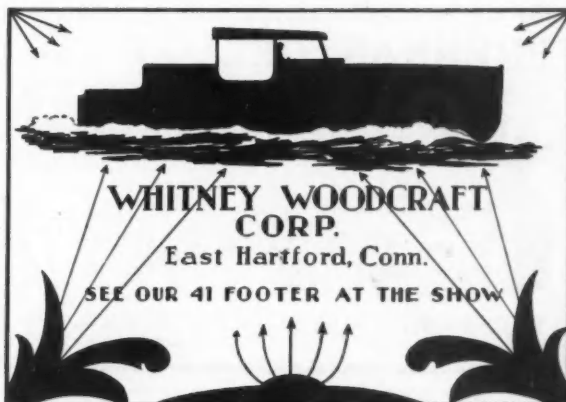
Sand Dab: Length 18'6", beam 6 ft. Draft 11". Seating capacity six persons, speed 15 to 22 miles per hour. Priced from \$1250 to \$1495.

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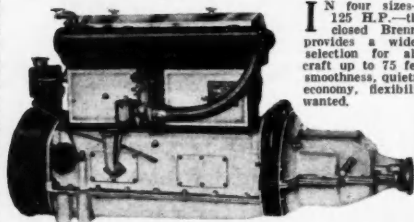
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No. 547



No. 512

YARD AND SHOP

(Continued from page 154)

THE GROWTH OF A QUALITY PRODUCT

All truly great creations are fashioned from the love of making things good rather than from desire of remunerative gain. Sometimes the inventor or builder carried on his experiments as a duty to mankind. So it was with Edison, whom we have all so lately acclaimed. Sometimes the creator's handicraft has been engendered from a hobby—an expression of the inventor's desire to reach the ultimate of personal satisfaction from his favorite sport.

Many of our quality products have found their place in the market through this process—among them the Rolls Royce motor car. Perhaps the outstanding example of business developing from a hobby in Detroit has been the manufacturing of speed boats by Gar Wood. Possessing the means of experiment with design and speed in motor boats, Gar Wood set up his own plant to build the famous Miss America series.

Sportsmen and friends enthused over his prowess and pressed him to build boats for them. Gradually mechanics and workmen were placed on special orders and a large number of special units were made for friends. In time these specials developed into standardized quality speed boats and a going business was on foot.

The demand for a superior type of watercraft increased with the growing popularity of motorboating until the summer of 1929 brought in a deluge of orders—a number of which could not possibly be filled with the limited production facilities at Gar Wood's Algonac plant.

It became necessary then to expand facilities to meet this growing demand. At Marysville, Michigan, just south of Port Huron on the St. Clair River, a splendid location was available for a factory site.

On Tuesday, October 14, the first sod was turned for the \$250,000 plant by Mayor Kemp of Port Huron. The factory will cover 60,000 square feet, whilst a launching basin 70 feet by 40 feet will be excavated on a specially constructed canal.



Major Kemp of Port Huron, Michigan, turning sod for the new \$250,000 motor boat plant of Gar Wood, Inc.

When completed this plant will probably be the most modern in the business and will have a capacity of (nearly) seventy-five boats a month. This compares with the highest past production of forty boats a month in the Algonac plant.

According to E. O. Hancock, general plant manager of Gar Wood, Inc., the high standard of quality which has always been maintained in Gar Wood speed boats will never be sacrificed for less exacting production methods.

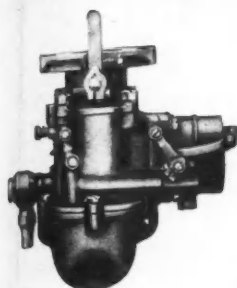
The new 1930 models which will feature new refinements in design and hardware combinations are now commencing production at Algonac. Upon the completion of the new plant at Marysville, about February 1, production on standard models will be removed to that point, while custom boats, express cruisers, and racing craft for which Gar Wood has become famous, will continue to be made at Algonac.

ROBERT BOSCH ESTABLISHES DETROIT OFFICE

Robert Bosch Magneto Company, Inc., announces the establishment of a sales office in the General Motors Building, Detroit, Michigan, for the convenience of its manufacturer and trade customers in Detroit and vicinity. This office will be in charge of Carl Dehm, Jr., Manufacturers' Sales Division, and of D. J. Wilber, Trade Sales Division. Mr. Behn has for six years past been associated with the Chicago branch of the Robert Bosch organization as Sales Engineer. Mr. Wilber has been District Representative, Trade Sales Division, of this company covering Detroit and vicinity for the past year.

(Continued on page 158)

ZENITH



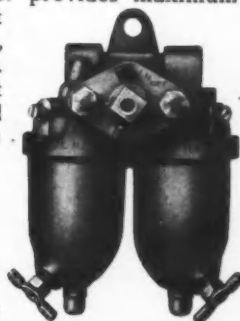
Now is the Time to Equip with Zenith Carburetors and Filters

If your boat is lying idle this winter, or if you are preparing to go south, it is a good opportunity to install Zenith **marine** carburetion — and give your engine better protection with the wonderful new Zenith filter.

The Zenith Marine Carburetor has demonstrated the value of the time-tested Zenith principle of carburetion as applied to marine requirements. Its positive, dependable action—no moving parts affecting the mixture—gives satisfaction. Rough seas or quick turns have no effect on engine performance.

Zenith **high-efficiency** Filters are built in various models for every make and size of gasoline or oil engine. They remove all impurities at sustained speeds and in the hardest service. Efficient in action, easy to install and clean, Zenith filters are sturdy and durable, with **no fragile parts**.

A Duplex Zenith Filter provides maximum safety if you frequent rough off-shore water, strong current or tides. It is cleaned without stopping the engine. Send for catalog and dealer's name.



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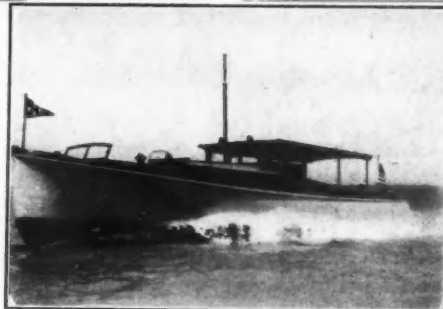
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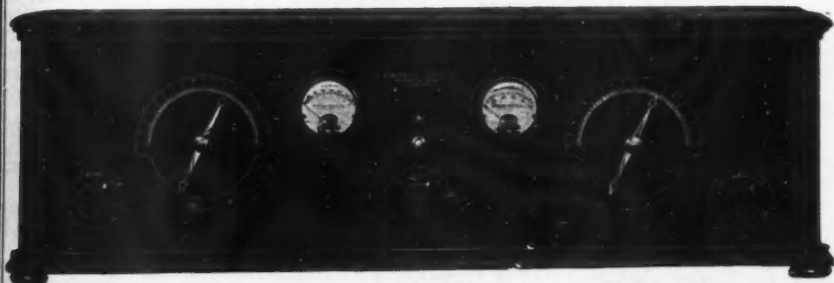
the waterproof and weather proof fabric for all upholstery that is exposed to the elements. Whether used inside or out, Russialoid is the ideal material to use for either upholstery or trim.



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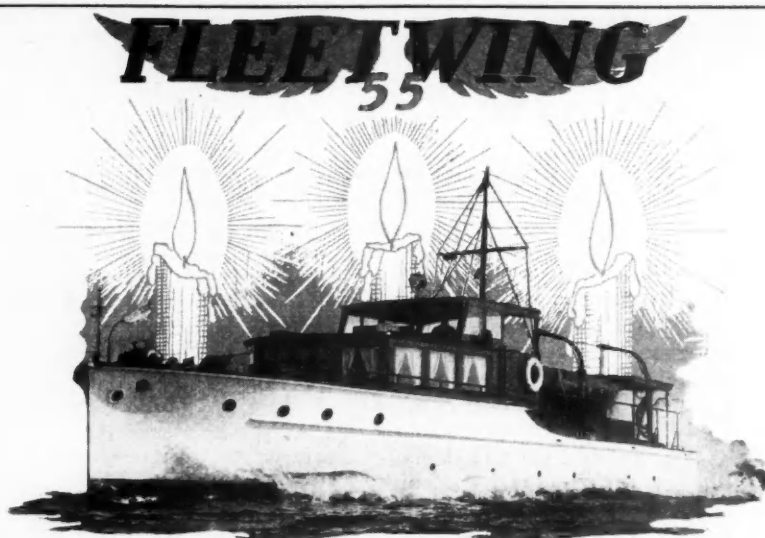
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YARD AND SHOP

(Continued from page 156)

CHRIS-CRAFT BREAKS DELIVERY RECORD

More carloads of boats than have ever been shipped in a similar period left the Chris-Craft factories at Algonac the first nine months of this year.

The stupendous quantity of 684 carloads of Chris-Craft came in and out of this terminal. Out of the 684 carloads shipped, 81 carloads have gone to seaboard for export shipment. So big has their shipping problem become that they now have a special five-track railroad siding with a locomotive all their own to handle this traffic.

It might be opportune to state that most motor boat shipments by rail are in carloads of two or three boats per car. This enables the customer to save a considerable amount on the transportation charges. There are in addition to the freight shipments an ever increasing number of motor boat drive-aways. Each year has seen a steady increase in the number of these. Customers come from all over the country to have the pleasure of driving their new boats away themselves.

There is no nicer trip than the one east from Algonac across Lake Erie and down to Buffalo, then across New York state by canal to Albany, thence down the picturesque Hudson River to New York. Many a cruiser owner has written of the pleasure he has had on this trip, and how next year he is going to make the trip the other way just for the novelty. So, while Chris Smith & Sons have encouraged the drive-away, they nevertheless must have adequate railway equipment to send Chris-Craft to those customers who live further away and cannot make the trip by water.

COOPER-BESSEMER OPENS NEW YORK OFFICE

Announcement is made by the Cooper-Bessemer Corporation of the establishment of a new factory branch Diesel Engine sales office in Room 301, 25 West 43rd Street, New York City. This is in addition to the office already maintained by Earle H. Croft, Inc., special yacht representative for Bessemer Diesel engines, on the 14th floor of the same building. Mr. Reagle is now located in the new branch as vice-president.

NEW A. P. B. A. MEMBER

A recent vote by the American Power Boat Association accepts the Avila Yacht and Motor Boat Club of Avila, California, into its membership. The Long Beach Yacht Club of Long Beach, California, has also been proposed for membership in the organization.

1930 LINE AT BRUNS-KIMBALL'S

Down on lower Fifth Avenue in New York City at the corner of 15th Street is a permanent Motor Boat Show which is the largest in the industry. It is the Bruns-Kimball Anchorage, headquarters for all that is authoritative and best pertaining to the latest developments in cruisers, runabouts and marine engines.

Right from the factory and pleasantly redolent with fresh paint and marine varnish is the new Bruns-Kimball Matthews fleet ready for inspection. This includes 46-foot double-cabin cruisers, which may be had with either enclosed or open bridge. A 46-foot day cruiser that is a marvel for convenience and beauty; the old reliable Matthews 38-footer which may be had with either single or double cabin. Bruns-Kimball Matthews cruisers are noted for their roominess and comfort both above and below decks. There is a galley, where it is a delight to operate, with three-burner alcohol stove, commodious ice box, sink and handy racks for dishes and glassware. All Matthews cruisers have especially liberal space for clothes and the storage of articles indispensable to the enjoyment of a cruise.

The popular line of Bruns-Kimball Richardson cruisers is also receiving enthusiastic attention on the same floor of the Bruns-Kimball Anchorage. The 1930 line includes the new 29-foot cruiser about with double cabin.

For those preferring the runabout method of marine transportation the new Bruns-Kimball Hacker line fills the bill with its smartness, speed and dependability.

The Bruns-Kimball Anchorage is open Saturday afternoon or any evening by appointment, and boats may be ordered for Spring delivery with the use of the deferred payment plan if desired.

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Outboard MOTOR BOATING

FIFTY-SEVENTH ST. AT EIGHTH AVE.,
NEW YORK, N. Y.

Edited by

CHARLES F. CHAPMAN

DECEMBER, 1929

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MIAMI CLUB READY FOR BUSY SEASON

The newly formed Outboard Motor Club of Miami, Fla., has informed us that they are ready for a very active season this winter.

The club was formed this summer by several local fishermen and outboard enthusiasts, and during the last few months has developed into a real club with a regular clubhouse located right on the Miami River, only a few blocks inland from where the river empties into Biscayne Bay at the Royal Palm Yacht Basin.

The clubhouse is complete in every detail, having its own landing dock, a large boat shed and locker room where members may keep their equipment, a large personal locker room with shower bath, etc., and a very spacious and comfortably furnished club room or lounge that includes a private pool table and radio. There is also a barometer, a chart of Biscayne Bay, and nearby water, a bulletin board, pictures, pennants, etc.; in fact, everything to make a real club.

According to information received from Commodore Walter Godbey, Jr., the club has arranged to take care of visiting outboard users, and has adopted a schedule for seasonable memberships as follows: An initiation fee of \$10.00 will be charged and dues of \$5.00 per quarter will be assessed each member caring to use the facilities of the club, which will allow them full use of the club house and grounds as well as their docks for tying their craft, and should be a service greatly appreciated by users of small boats and motors, as facilities such as they offer are usually very hard for visitors to locate when away from home and should add greatly to their stay in Miami, and enjoyment while there, as Miami offers a maximum opportunity for small boatmen.

The Outboard Motor Club of Miami is a link in the chain of the National Outboard Association, and also is a part of the Florida Outboard Motor Association, and is very active in the outboard racing that has become so popular all over the country. There was a race held on Biscayne Bay on Armistice Day, November 11, that inaugurated their winter racing program. There will also be an outboard regatta in December and another one in January held by the club and then they will take part in an outboard regatta in Palm Beach early in February; also in the regular Palm Beach regatta on Washington's Birthday, February 22; then they will journey to Havana, Cuba to take part in the Havana Yacht Club's International Regatta held early in March, and will wind up their racing season at the Miami Beach Regatta on March 26 and 27.

The officers of the club are: Walter H. Godbey, Jr., commodore; Roy Wolfe, vice-commodore; H. S. Thompson, Guy W. Ashley and W. C. Serman, rear commodores, and R. E. Holden, secretary and treasurer. The board of directors is composed of nine members and is headed by Gean F. Averette.



OUTBOARD AHOOY!

THIS new speed indicator tells you at a glance your speed.

It shows your speed under all conditions of load, trim, carburetor and spark adjustment, etc. And it helps *keep* your boat up to its greatest efficiency.

You can install it in a few minutes, instantly remove it and re-install it as quickly. Trouble-proof, dependable. Once you use it, you will never go without it.

National Marine Speed Indicators

Outboard Models	R up to 40 M.P.H.
\$15.00 each	S up to 60 M.P.H.

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THE NATIONAL LOCK WASHER CO.,
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Please send me booklet describing the outboard model of your National Marine Speed Indicator.

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the Evinrude Division*

DECEMBER ends the 12th lap of this company's twentieth year in business. Again Evinrude finishes ahead of the year previous — in sales, in product, in values.

To the greater thousands of sportsmen and racing drivers who selected Evinrudes in 1929 . . . to the scores of new dealers whose strength contributed noticeably to an already fine Evinrude representation . . . to the boat builders whose betterments in hull design again widened the usefulness of the outboard motor — Evinrude expresses its sincere appreciation for all of these contributions to another "most successful year".

EVINRUDE DIVISION

Outboard Motors Corporation
Milwaukee, Wis.



EVINRUDE

DECEMBER

Outboard MOTOR BOATING

1929



*H. G. Ferguson of Los Angeles Class B Champion in the
Elsinore Boat O Kay with Johnson 16*

M. Rosenfeld

RECORDS AND CHAMPIONS

*Amazing Increase in Outboards Speeds—Establishes Sixty-seven
Records During Season—Champions in All Classes Earn Honors*

OUTSTANDING among the remarkable features of the sport of outboard motor racing has been the steady upward climb of the speeds made with these little boats. Only a few years ago speeds faster than ten miles per hour were considered fast. This was naturally a condition where the earlier outboard engines of low power were used on the common type of row boat which was then the only type known. With the increase in power, boat designers were called on to supply better styles of boats, and with the adoption of the hydroplane for outboard engine use speeds immediately jumped to double that of the previously considered high speeds. Immediately speeds of twenty-five miles per hour or better were attained there was a sudden and marvelous growth in this industry. With the advent of the faster boat, the engine builders felt called upon to produce more powerful engines

and this in turn again resulted in the development of still faster boats. This alternate superiority of boats and engines has apparently reached a point where the reasonable limits of efficiency in both boats and engines has for the time being produced speeds which are as high as seems possible.

The year just passed has been the first one in which

an accurate attempt has been made to keep track of the speeds and records of these little boats. The enforcement of more stringent rules laying down the conditions under which record attempts are made has resulted in a close uniformity of practice in the conduct of racing events. This insured both accuracy in the laying out of the course, as well as in the timing, so that it is certain the facts and figures relating to any one event are as correct as can be. In some instances electric timing devices have been used and with these



*Carl Koeffler, winner of the National C Championship
with Evinrude Speeditwin*



Douglas Haskins, Class A Champion, with his Lockwood equipped Porteus boat

the possibility of securing time correctly to the one-hundredth part of a second has produced remarkably accurate results.

During the course of the summer's racing, outstanding drivers have dominated various sections of the country. We find that the racing with outboards has become localized to some extent with more active competition in large centers notably New England, New York, the Middle West and Southern California. Each of these areas produced consistent winners which resulted in a more or less natural process of elimination leading first to a championship in various large cities where much racing was done, and then a competition between local champions to produce a sectional champion, with a still further competition between several sections, resulting in inter-sectional champion. The final contest for the several champions throughout the entire United States was then held at Peoria, Illinois, at the close of the season, and the winners in each of the five classes in which competition was held were declared the national champions in their class.

The surprising speed produced by the little Class A engines was one of the features of the summer's competition. Several skillful drivers in the New England section specialized in competition with these little boats. Douglas Haskins, a wiry little driver hailing from Boston, competed in the National Championships driving a little Porteus boat equipped with a Lockwood Ace engine to a final victory in Class A and at the same time established a new record for this class. Although Haskins became interested in outboard racing during the 1928 season, his real winning streak

did not start until early in 1929, following which he has to his credit an enviable list of victories in the Eastern Regattas. In Class A, three drivers have been dividing the honors in the Eastern races. Carl Mason of Bristol, Connecticut, with his Lockwood-powered Ironing Board; Arthur Sutherland of Boston, with his Lockwood-equipped Tar Baby, and Douglas Haskins, driving his boat Flat Iron. Sutherland has had a little the edge toward the early part of the season, and carried with him from last year, the National Championship honors in Class A. In nearly every Eastern regatta the Class A prizes were divided between this trio, with Mason frequently leading in first place, to be followed quite probably the next week by Haskins, or possibly Sutherland would lead the field in the third regatta.



The National Championship Trophy presented in each of five classes, with gold, silver and bronze medals

When Haskins went to Peoria to compete in the National Championship races, he again competed against Arthur Sutherland and Carl Mason. In the first heat of the National Championship races, Haskins covered the two and one-half mile course in the fast time of twelve minutes and nineteen seconds, crossing the finish line in first position. The following day saw a repetition and even greater speed with Haskins again in the lead when the finish line was reached. With the exception of the winner in Class E, Haskins was the only class champion to win national honors by taking both heats.

In one mile record attempts after the championship races Haskins drove his little boat at an average speed of 26.48 miles per hour which established a new Class A mile trial record.

One of the surprises of the Championship events of



F. E. Ludolph, Class E Champion, with his Elto equipped Hooton Boat

Peoria was the high speed made with the small Class B motors. The remarkable feature of this is that a speed of 40.43 miles per hour with the little Class B engines exceeds the record made with the very large Class E machines. The competition in this class was particularly keen. Scores of the best known drivers from all sections of the United States competed with the result that H. G. Ferguson of Los Angeles, California, driving an Elsinore boat called O Kay and powered with a Johnson Class B engine, proved to be the winner, against the very real competition of all the other contestants. Ferguson was successful against the best of the country's drivers by reason of his spectacular and skillful driving. To the outboard fraternity of California, Ferguson is known as the Blue Streak. He has been competing, winning races, and setting up new records in California more or less continuously for a long time and no doubt can be considered one of the most skillful drivers today. Ferguson is a specialist with an outboard engine if ever there was one. He has a remarkably acute sense of hearing and tunes his motors by ear. Anyone who can make adjustments in this way with engines turning close to 6,000 revolutions must be good. He confidently looks forward to break the 50 mile mark with a Class D engine before long and claims to have reached this speed in unofficial attempts. Having done this once, he knows he will be able to do it again.

The champion in Class C is Carl Koeffler. In the racing in Wisconsin, his home state, he has a formidable list of victories to his credit and has annexed both state and national championships in this class. Two years ago, he was engaged in real estate and in passing the test

grounds of the Evinrude Motor Company he noticed many fast boats being driven on the river. He stopped, spoke to the drivers, was given a ride and immediately became an outboard enthusiast. He purchased a boat, hooked on an Evinrude Speeditwin engine, and set out to win trophies and break records. He did not become successful over night, but after a time he began to appear among the winners, and soon established a remarkable record for consistent winning in nearly every race entered. With his experience the previous year, he was more successful this season. In Wisconsin, his victories were weekly occurrences. At the close of the state championship races at Madison, Wisconsin, Koeffler was declared the state champion for Class C. A few weeks later at the National Championship Regatta at Peoria he was able to lead the field again, crowning him a national champion in this class.

The championship race for Class D honors was perhaps the most fiercely contested race ever held anywhere. There were 51 of the best drivers in the United States fighting for the leadership in this class. Dick Upsall, driving his boat No Foolin', powered with a Johnson Sea Horse 32, proved to be the winner in this class with a total time only about two and one-half seconds better than the next boat. Upsall is a veteran driver from Bass Lake, Indiana, and has won many stiff competitions in his home waters. The speeds set up in this class were 44.65 miles per hour which were fast enough to establish a new record for the five mile distance with Class D engines.

The competition for the championship in Class E was more limited since fewer drivers use these big engines. F. E. Ludolph of Chicago

(Continued on page 188)



Dick Upsall, Indiana driver and Class D Champion, won his victory with a Johnson 32

IMPROVING OUTBOARD CONDITIONS

The Chairman of the Outboard Division of the American Power Boat Association Makes Suggestions for 1930

By FRANK WIGGLESWORTH

A YEAR has rolled by since I had the privilege of making my last report to you as your Chairman and of making certain recommendations as to what I thought could and should be done to promote the sport of outboard racing. The year that has passed has been one of enormous development—not only in speed but in the design of hulls and in the general information of those things pertinent and necessary to successfully conducting outboard racing.

The rules which were drawn up approximately a year ago have, I think everyone will agree, for the most part proved to be an extraordinarily good set of rules. There are, however, a few glaring spots where I think we can make improvements more in the way of clearer definition than in active change, although there are a few fundamental changes which I believe should be given serious consideration.

The purpose of this meeting is, of course, to gather everyone's ideas and viewpoints so that your Executive Committee may function and, in turn, that the National Racing Commission may give consideration to all of the recommendations that are deemed pertinent in drawing up the rules for the coming year.

For myself, I have given the matter quite a lot of thought and without following the sequence of the Rule Book, I would say that there are some twenty or twenty-five points which I think should be given consideration. First, the question of the definition of what constitutes the Division 1 and Division 2 drivers was not clear in this year's rules. I believe the rules should be changed to read so that a Division 1 driver should be defined as one who has started in less than fifteen races in sanctioned or approved regattas—irrespective of whether they finish; and furthermore, that all classes participated in should count, as the rule has been interpreted this year but not written, so that a man having made fifteen starts automatically goes into Division 2.

A second point which I think should be written into the rules is that the motors used by Division 1 drivers must be either owned by them or by some person who would qualify as a Division 1 driver; or we might say that the motors must be owned by either a Division 1 or 2 driver. This would prohibit the loaning of motors by those connected with the trade for racing, which I think should be done.

The third point that I bring up is the question of the limitation of the number of sanctioned races. I think all of us feel and agree that there have been altogether too many races conducted this year, at least in certain sections of the country, and that the true value of the sanctioned regatta has been overlooked and forgotten. In my opinion we should limit it to the fewest number possible in any given territory so as to develop our drivers from the local approved races up to the state and sectional or intersectional regattas which should be sanctioned. I believe further that we should recommend that any club conducting a sanctioned regatta should pay to the American Power Boat Association a fee of twenty-five dollars, twenty dollars of which should go to the Outboard Division and five dollars to the general treasury of the American Power Boat Association because the work entailed in con-

ducting a sanctioned regatta is tremendous and it is not right that the Association should not profit from the work that is done by its officials. Furthermore, this will signify the sanction and will in itself serve to limit the number of sanctions that are applied for.

The next point is relative to the filing of specifications. I think that a revision of the data required for the specifications to be filed by motor manufacturers could be beneficially made and the whole problem simplified down and made much easier for all hands.

The big point that I would bring up is the question of our courses. At the present moment we must establish all of our records on a course that is two and a half or three miles per lap. This works a great hardship as much of the best racing could and should be done on lakes but here we are handicapped by this two and a half or three mile limit. I believe that it should be made possible to establish records on a one-mile course which would enable the races to be so conducted that the spectators could see the boats at all times and the officials would have absolute supervision of what went on on that course. I think again we can limit the number of distances which we use to set records; I think possibly we have too many now. As the rules read now on the mile time trial it requires six laps. In my opinion four would be ample and it would simplify the work of the committee and reduce the time consumed for the time trials.

My next point is the question that was brought up by the Manufacturers' Association—that the inspection work should be done by their representatives. This has proved impossible and I would suggest strongly that the inspection work at sanctioned regattas be done by men duly qualified or appointed by the Association and the manufacturers be left out of the question entirely.

I would say that all outboard championship events should be held separately from any other racing—that is, at regattas purely for outboards. This will do much to insure proper conditions for the boys who are racing.

I would suggest the introduction of a rule which specifically states that each Division must race separately, so as to avoid the misunderstanding which occurred this year wherein quite often Division 1 and Division 2 raced together.

In our plan of general organization we are talking about approved races. I have been asked not infrequently what is going to happen if these races are not run correctly. For example, if the clock start is used and the clock doesn't make the correct revolutions or something of that nature or if distinct favoritism is shown to some local driver, what are you going to do about it. The answer to this is, to my mind, a rule should be put in which would make a complete disqualification of all scores made in a regatta that was run along these lines and if it continued then all those racing or participating in those races which are run by officials who are unfair should automatically be barred out from all sanctioned races until the condition was rectified. I think this would help again.

My next point is rela- (Continued on page 182)

OUTBOARD RACING RULES FOR 1930

Racing Commission Announces Changes for Next Year's Events

Effective January 1, 1930—Provision Made for All to Race

With No Radical Departures from Existing Rules

THE task of the National Outboard Racing Commission in formulating a set of racing rules for 1930 has not been an easy one. As outboard racing has become a national sport, enjoyed by those in all parts of this country, from the Atlantic to the Pacific, Canada to Florida, as well as on every inland lake and other body of water large enough to float a 10-foot boat, it is but natural that there should be a great range in the ideas as to what the racing rules should include.

The amateur has his ideas. These are generally opposed to what the man who is making a business out of racing thinks. The boys who are racing in California generally have different ideas about racing than those who race on the inland lakes of Florida. The type and size of boat necessary to race on the Atlantic seaboard is far different from those required on bodies of water where the surface is always like a mirror. Then again many racers want to race for cash and only cash. On the other hand, many enthusiasts will not enter an event where cash is offered, believing it might jeopardize their amateur standing in other sports. Whether motors should be raced exactly as they are received from the factory or whether the owner and driver should be allowed to do work on his motor, with a possibility that he could get a little more power out of it, will always be an endless source of argument.

Many persons interested in racing believe that there has been a falling off in entries during the past year, partly due to the fact, they believe, that racing is be-

coming a little dangerous. They attribute this danger to two causes—too much speed and too flimsy hulls. Many drivers will not come out in the open and confess this fear, yet there is every indication that they believe it. It doesn't take an over amount of intelli-

gence or power of observation to detect this condition at any important racemeet. They think that the rules should rectify this element of danger by requiring safer hulls which might automatically slow up the boats.

How to make hulls safer without taking away too much of the thrill and sport of racing is another question on which no two parties will absolutely agree. Some will argue; require that the hulls be heavier, others will tell you they should be longer and wider, others say it is the shape of the bottom that has everything to do with stability, while still others argue that it is the motor which makes hulls unsafe. So there you are with a dozen or more different ideas, all of which probably are factors

but not one of them in itself is the whole story.

Others tell us that the reason they have dropped out of racing is that hulls break up too frequently, thus making it too expensive a sport for them. The boat builders seem to want to build safer and stronger hulls provided, of course, that his neighbor builder is required to build safe and strong also. But the boy or man that builds his own hull rises up in opposition claiming that the last hull he built only weighs thirty pounds and has been raced successful for two seasons without an upset or a crash. No doubt what he says is true but he is probably skilled in handling his own

Important Changes in Outboard Rules

Effective January 1, 1930.

HULL RESTRICTIONS

Racing hulls, with steering wheel, must weigh, at least, the following amounts:

	Divisions I and II	Division III
Class A	100 pounds	no restrictions
Classes B and C	150 pounds	no restrictions
Classes D and E	190 pounds	no restrictions

RECORDS

	Division I	Division II	Division III
All Classes	5 miles	5 miles & 10 miles	no records

Also statute mile trials in all classes in Division I and Division II.
Length of Courses for Records: 1 or 2½ miles.

MOTOR RESTRICTIONS

	Division I	Division II	Division III
All Classes ..	Stock Motors	Stock Motors	No Restrictions

OWNERS AND DRIVERS

Division I.—Those who have started in less than 15 races or heats since March 1, 1929, irrespective of class, and do not qualify in Division III.

Division II.—Those who have started in 15 or more races or heats since March 1, 1929, irrespective of class, and do not qualify in Division III.

Division III.—Those who are in any way connected with the outboard industry, race for pay or commercial gain, compete in events where cash prizes are offered, or race with Division III drivers. (Note: Service or record previous to January 1, 1930, does not apply.)

FAMILY RUNABOUTS

Provision to be made for the racing of the so-called "Family Runabouts."

PRIZES

No cash prizes to be offered in Division I and Division II.

FREE FOR ALL EVENTS

No Free for All events in which drivers of all divisions compete together shall be held.

OUTBOARD RACING RULES FOR 1930

craft. How long would such a hull last if put in the hands of one far less skillful? Furthermore, how safe would such a boat be if sold in the general market and bought by a novice who had never raced before even though he decided to use a Class B motor? What would happen if he was ill advised by some dealer (who generally is not a racing expert) that such a hull would safely take even a Class D motor, assuring him that he'd be a champion in his first race? Such arguments are not all theory but are happening every day.

Again we have many arguments that the dealer, boat builder and others who have special interests and facilities for winning, should not race. Dealers who go out and beat their own customers, certainly are not helping either their own business or the sport of outboard racing. A study of the American Outboard Records established during 1929 plainly indicates that a majority of the records are held by this group which are more or less allied to the trade.

Others will tell you that it is all right to let this class of people race but they should race among their own kind and not with one who is racing solely for the fun he gets out of racing. There is no doubt much could be said on both sides of this question.

For two years we have had American Outboard Records awarded to the fastest speeds for certain designated distances in the various classes and divisions made at sanctioned races. The number of possible records in 1928 was 120. The 1929 rules cut this number down to 60. Many believe that this is still too many, as such a multitude of records for different distances and the various classes and divisions is very confusing to the general public.

There is no doubt but that a chance to make an American Record appeals to the racing man. So far this year, there have been nearly 100 new outboard records established or broken. So any attempt to reduce the number of records is met by many opposing arguments.

Other arguments in connection with records are that there should be no restrictions on hulls, motors or drivers where a record is at stake. But these arguments were smothered into almost silence when it became rumored around that everything in connection with record-making would be "wide open." A strong reaction set in to the effect that records should be confined solely to the groups that are racing for fun and not be awarded to the interested groups who were competing for records for commercial gain or with outfits which were not stock and which the average racing man had no chance of obtaining, either through purchase or other legitimate channels.

The foregoing are but a few of the suggestions and arguments which have reached us. To quote or even mention all of them would take more than an entire issue of MoToR Boating. However, one feature was particularly striking in all of them—the spirit of friendliness and co-operation and the desire of the drivers to be of service and help to the Racing Commission in

the formulating of the racing code. There was no mention of revolt. All the suggestions were constructive—a process of evolution rather than revolution. Most of the letters received by the Racing Commission expressed confidence in the Commission and contained the promise to abide by the rules no matter what the final outcome might be.

As already mentioned this task of unscrambling the many ideas and thoughts and most of them were worthy of serious consideration, was by no means an easy one. The fundamental and basic thought in the minds of all members of the Racing Commission was to provide fair and equitable racing for the greatest majority but with no person legislated entirely out of racing, no matter how radical his ideas might be. With these thoughts in mind the Commission has endeavored to work out sane and workable rules.

It is planned to put a weight restriction on the hulls of craft competing in Division I and Division II. There will be no weight restriction on the hulls racing in Division III. The weights decided upon are very fair—100 pounds for Class A, 150 pounds for Classes B and C and 190 pounds for Classes D and E. Generally speaking, these weights are well within the weights of existing race boats, both stock and home made, so that few boats which have raced in the past will be affected.

Stock motors will be required in Division I and Division II but Division III will be wide open. Thus the racing man who is against restrictions on either hulls or motors will find plenty of racing for him next year.

American Outboard Records will be awarded in all classes in Division I and Division II. The distances for Division I will be 5 miles and in Division II, 5 and 10 miles. There will be no records allowed in Division III. Records may be made on courses of either 1 or 2½ miles in length.

One mile trial records will also be recognized in all classes in Division I and Division II.

Division I drivers will be those who have competed in less than 15 races or heats since March 1, 1929, each start counting, irrespective of class. Division II drivers are those who have raced 15 or more times.

Into Division III will fall everyone who is in any way connected with the outboard trade, dealers, service men, boat builders, those paid to race, etc., etc., as well as those who race for cash prizes or compete in events where cash prizes are offered or in events with Division III drivers. Division I and Division II drivers will not be permitted to race with Division III drivers and vice versa or, in other words, there can be no more so-called "Free for All" events.

Cash prizes will not be permitted in Division I and Division II but will be allowed in Division III.

We print below the changes in the rules for 1930. The rule numbers refer to the 1929 rules. Where no change is mentioned the 1929 rules stand for 1930.

THE REVISED OUTBOARD RULES

Page 3—Add to top of page the following:

Official Outboard Racing Rules
Effective Jan. 1, 1930

RULE I—New Sections No. 6 and No. 7 to read as follows:

Sec. 6. These rules shall apply in all outboard events. However, records shall be recognized only in events sanctioned by either the American Power Boat Association or the Mississippi Valley Power Boat Association.

Sec. 7. Where American Outboard Records are competed for or claimed, the management and control of the events shall be under the supervision of the National Outboard Racing Commission or an official appointed by them.

RULE II—Section 2—Change to read as follows:

Sec. 2. Motors shall be divided into classes as follows:

Class	Cubic Inch Piston Displacement	Cubic Centimeter Piston Displacement
A	Under 14	Under 229.5
B	14 to 20	229.5 to 327.8
C	20 to 30	327.8 to 491.7
D	30 to 40	491.7 to 655.6
E	40 to 50	655.6 to 819.5
F	50 to 60	819.5 to 983.4
G	60 to 80	983.4 to 1311.2
H	80 and over	1311.2 and over

Page 4—Rule II Cont.—Omit Section 6 and re-number present Section 7, "Sec. 6."

RULE III—Change to read as follows:

MOTOR AND HULL RESTRICTIONS

1. The useful and necessary weight of the hull, with steering wheel and motor controls shall not be less than the following:

Class A	100 pounds
Classes B & C	150 pounds
Classes D & E	190 pounds

2. Boat builders shall permanently stamp the weight of each hull, in a dry condition, with steering wheel and motor controls aboard, into the transom of the hull. Race Committees shall check the weights of boats.

Note: Weights shall not include cushions, temporary seats, fire extinguishers, gas tanks, life preservers, or similar equipment, but shall include steering wheel, throttle controls, ordinary hardware such as cleats. All weights shall be regular, useful and necessary. Ballasting to bring the weight of hulls up to the specified weights shall not be permitted.

3. Stock motors, as complying with the definition of a stock motor (Rule XX), shall be used at all times on boats competing in Division I and Division II.

4. Motors in all divisions must comply with the definition of an outboard motor (Rule XIX).

5. Motors racing in a larger class shall only be required to have a hull weight of their own class; for example, a Class C motor racing in Class D can be used on a hull weighing 150 pounds.

(Continued on page 178)

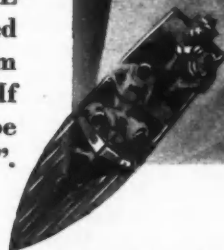
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FLORIDA STARTS WINTER RACING

*Outboard Motor Association Stages Three Enthusiastic Regattas at
New Smyrna, Gainesville and Clearwater*

THE racing season in Florida started with a bang with three sanctioned regattas, New Smyrna entertaining drivers from all over the South, November 10. On Armistice Day the bunch split, half of them going to Gainesville and half to Clearwater. In each case the officials of the Florida Outboard Motor Association officiated, with many northern officials in attendance.

The largest entry was in B with some 26 starting at New Smyrna. However, the Free-for-all races as a rule turned out to be the exciting ones, particularly on account of the higher speed and probably, from the spectators' viewpoint, on account of the additional noise.

The Third Annual Smyrna regatta saw three girls enter and they averaged much better in finishing than the total entry of boys did, with Genevieve Atwood leading the way in Orange Blossom; Frances Awtry of Jacksonville driving Bufo; and Wilma Wynne, also of Jacksonville, driving Wee Wink. However, both of the Jacksonville girls spilled on the glassy water and Genevieve took the undisputed women's laurels.

New Smyrna Yacht Club gave a wonderful party for the drivers the night before and the fifty-four entrants all enjoyed themselves, and the next day besides the racing there was some aquaplane tilting for the movies by Dick Pope and his bunch from Winter Haven, with three or four movie companies in attendance. The aquaplane riders were towed by some Mullins Roadsters and made some interesting spills for the spectators and pictures.

The prizes were awarded as follows in Class B: First—Earl Gresh, driving Hurry. Second—Genevieve Atwood, in Orange Blossom. Third—Fraser's 99, driven by H. M. Fraser. Fourth—Cal

Malone, in Hava Tampa. Fifth—Lester Allan, in Hurricane. Sixth—C. W. Crandel, in Cyclone.

In Class C, competition was still very hot with Alfred Newton, driving Angel Dust, winning first place; Genevieve Atwood, driving Orange Blossom, winning second; Col. S. Tooley, driving Miss Mystery, was third; Earl Gresh, driving Lightning, was fourth; and W. B. Lamb, driving Old Man, was fifth. The Free-for-all was perhaps the most hotly contested of all the races with Malcolm Pope, driving The Champion Kid, winning the first heat and withdrawing when disqualified for beating the gun. The second heat went to Jack Kerr in the Sea Steppin' Fool, but he and eleven others were disqualified for beating the gun, as the officials were getting strict. Kerr also won the next heat, but Harrison Fraser finished first on points, due to good, careful driving, with Alfred Newton, in Angel Dust, second; L. Craft, driving Modernistic Rhythm, third; Jack Kerr, in Sea Steppin' Fool, fourth; W. B. Lamb, in Old Man, fifth.

The next day saw the boys divided into two groups, but with plenty of additional drivers. It also developed at Gainesville that Peanuts Chestnut, the little dark-haired kid who nearly got lost from the Florida crowd of racers in Cuba last Winter, developed into the outstanding star of the day, winning all three heats of the B, C, and D races. He was driving the same boat, Fidget, in all the classes, merely shifting motors as the weather was calm and he could get away with a light boat.

In Class B, Genevieve Atwood, driving Orange Blossom, was second; Fraser's 99 was third; Bronson Lamb, in Baby Brother, was fourth; S. B. Dodd, in Buckshot, was fifth.



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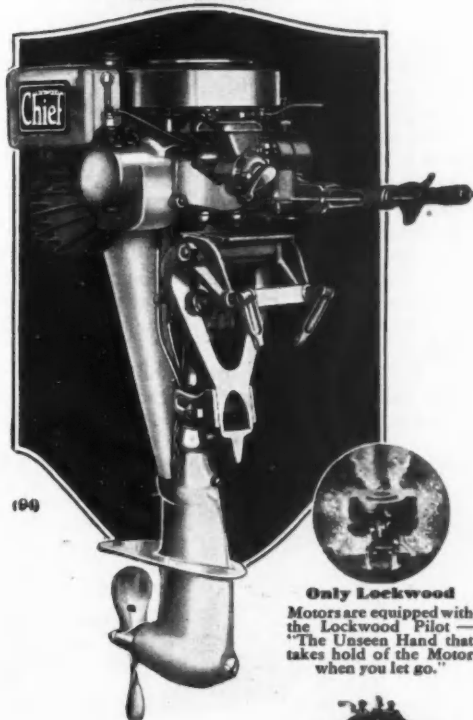
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"The Unseen Hand that
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when you let go."





The start of the Class C event at the New Smyrna regatta

In Class C, Arthur Newton, in *Angel Dust*, was second; Genevieve Atwood, in *Orange Blossom*, third; Harrison Fraser fourth; and Miss Wilma Wynne fifth.

In Class D, C. E. Jackson was runner-up to Peanuts with Fraser third; O. Estes, driving *WJAX*, fourth; *Angel Dust*, driven by Arthur Newton, fifth.

The Clearwater Yacht Club, James Davis, Commodore, staged the other big regatta of the day with some 20,000 people as spectators on the shore. Competition very keen in every race. Lester Allen, driving *Hurricane*, won the B class, with Warren Lassing, former St. Pete Golf Champion, driving *Oh Min*, second; L. M. Atwell, in *Flying Eagle*, third; Carl Ellis, in *Champion Kid*, fourth; Fred Jones, in *Hava Tampa*, fifth.

In Class C, Carl Malone, in *Hava Tampa*, won after a hard fight, with Earl Gresh in *Hurry* second; Lester Allen in *Hurricane* was third; Bill Portless in *Whoopee* was fourth; T. T. Freck in *Home Brew* fifth.

The biggest thrill of all came when the fast fellows tied up together in the Free-for-all with Malcolm Pope in *Champion Kid* winning all three heats after some hot competition; Jack Kerr in *Sea Steppin' Fool* finished second; and Lawson Hennes, in *Little Miss Sunshine*, was third; Mark Brooks in *Thorn* was fourth; Col. S. Tooley in *Little Miss Mystery* was fifth.

The Florida Outboard Motor Association officials who staged these regattas in conjunction with the National Outboard Association and the American

Power Boat Association were congratulated on every hand by the spectators, as the races were the finest of any series ever held in Florida. Commodore Lloyd Ireland and Secretary I. C. Spinney, of Tampa, with the help of the other loyal members, are planning the biggest racing season ever held in Florida.

Some of those who have deserved special attention from the Association for their help in planning the winter season are Warren Lamb of Jacksonville; N. E. Hotard of New Smyrna; C. A. Pound of Gainesville; James A. Davis of Clearwater; Malcolm Pope of Winter Haven; I. J. Tremble of Mt. Dora; Al Strum of St. Petersburg; Gus Hinson of Orlando; Don Walker of Winter Park, and others.

Another of the important winter events will be the Florida West Coast marathon, to be run from the million-dollar pier at St. Petersburg to the beach causeway in Clearwater Bay. The Clearwater and St. Petersburg Chambers of Commerce are sponsoring the event and entries are being accepted by Chester Spinney of the Tampa Boat and Anglers Club of Tampa, Florida.

The course will be dependent on the weather, but regardless of whether the inside or outside route is followed, highways along the beach will enable motor-ing spectators to follow the progress of the race from start to finish. The distance by the inside route will be approximately thirty-seven miles and this will be the course if the Gulf happens to be choppy. However, if fair weather holds, the course will be laid outside in the Gulf and the racers will have a distance of slightly more than thirty-eight miles to cover.



Malcolm Pope in The Champion Kid, winner of the big classes at Clearwater

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SMART SWIFT SEAWORTHY SAFE

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A beautifully designed boat...a dry boat...a luxuriously equipped boat.....a thoroughly trustworthy boat, it offers 16 feet of real quality, workmanship and materials. Don't fail to see it at the New York Boat Show... or better yet write at once for a descriptive folder.

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H. G. Ferguson in Blue Streak rounding a turn in the final event at Santa Barbara

SANTA BARBARA'S MID-WINTER REGATTA

*Fast California Drivers Compete for Valuable Prizes on the
Municipal Race Course*

By HERBERT ALEXANDER

THE largest entry list, the best race schedule and the best time for drivers and guests, of any outboard regatta ever held in Santa Barbara, was the mark set by the members of the Santa Barbara Power Boat Club for their second annual regatta, held on the municipal race course at Santa Barbara on November 10 and 11. That the mark was easily reached was indicated by praise of the participants as they loaded their boats on the trailers, tucked the many beautiful trophies under their arms, and started for home at the conclusion of the two-day event.

Leading drivers from all parts of southern California participated, the participants and guests numbering close to a hundred. Old man weather, always in a beneficent mood as far as Santa Barbara is concerned, outdid himself, and gave the participants not only two bright warm days, but a course as smooth as could be desired.

Twenty-five beautiful sterling silver trophies were awarded in the various events, in addition to a Ludington Hydro, which was awarded to Ernie Hall, driving Sunbeam, in the Division I event, a trophy list totaling over a thousand dollars in value.

The first day's racing was started by the B's, H. G. Ferguson taking first honors in his nationally famous Blue Streak. Loretta Turnbull, in Class C, raced in the B event, the sixth time in her racing experience that she has entered a regatta in the lighter division. She proved her ability by walking away with second place trophy, racing her well-known Sunkist Kid 3rd. J. W. Fisher, in Spirit of California won third place trophy.

Miss Turnbull staged a surprise by walking away with the beautiful Barnsdall Oil Company trophy, offered for the greatest number of points in the Class C races for the two days, defeating Ferguson and Al Thompson with a Class B motor. The trophies offered by the club in the first day's Class C races were won

by Hap Hazard, first; Miss Turnbull, second; and Don Miller, third.

Ernie Hall won the Division I free-for-all, receiving the Ludington Hydro as his trophy. Second place was taken by A. H. Stoval in Here's How, with B. C. Wheeler in Vagabond third. The beginners staged a good race, and surprised everyone by coming within dangerous distance of the best time for the course.

Only two boats were entered in the displacement runabout event, Fred Ashbridge in Ashbridge Flyer easily forcing Zalos Scott in Buccaneer to take second place.

The Armistice Day schedule started with a second race for the C's. Al Thomson in Black Maria took first trophy, with Ferguson second, and Miss Turnbull third, giving her the greatest number of points for the two days. Hazard, winner on the first day, had the misfortune to turn over on his first lap.

Ferguson again topped the list in the combined Class D and E event that followed, A. H. Stoval in Here's How taking second honors, and Don Miller in Black Ace third.

A Class C second section race for those who had failed to place in the first two Class C races was won by Ed Waugh in Miss Salton, saving the day for the drivers of the Salton Sea Association, who had encountered a series of misfortunes with their motors on the first day. Francis Poyas in Maniac took second place, with Mrs. Zalos Scott in Whippet third.

The race schedule was brought to close with a ten-mile free-for-all, in which Ferguson again walked away from the others in his Blue Streak.

A Spanish dinner served at the Hotel Californian, regatta headquarters, was a feature of the entertainment program provided for the visitors by the Santa Barbara club. All were enthusiastic in promising to return next year to make the Santa Barbara Mid-Winter regatta a bigger and better event than ever.

Expect Greater Things from Outboard Motors in 1930

CAILLE RED HEADS are on their way

Caille Red Heads offer innovations in outboard motor design and construction which will make them outstanding

Caille Dealer Franchise still
available in a few localities

CAILLE MOTOR COMPANY

6210 Second Boulevard

Detroit, Michigan

Mention MoToR Boating, 57th St. at Eighth Ave., New York

OUTBOARD RACING RULES FOR 1930

(Continued from page 170)

RULE III A—Family Runabouts:

Special rules (available early in 1930) for the racing of "Family Runabouts" have been prepared. Copies may be had from the Secretary of the National Outboard Association.

Page 4—RULE IV—Owners and Drivers:

Owners and drivers shall be divided into three divisions as follows:

Division I—Those who have competed in less than 15 heats or races since March 1, 1929, except those who are hereinafter classified in Division III.

Division II—Those who have competed in 15 or more heats or races since March 1, 1929, excepting those who are hereinafter classified in Division III.

(Note: A driver having started in any heat or race shall be considered as having competed.)

Division III—Those owners or drivers who qualify as follows:

(a) One who has raced for a cash prize or driven for an owner who has raced for a cash prize or has driven or owned a boat or motor that has competed in a race where a cash prize has been offered since January 1, 1930.

(b) One who is to be paid or has been paid, directly or indirectly, to race since January 1, 1930.

(c) One who is to be reimbursed for expenses or has received compensations or expenses for racing from one who would be classed as a Division III driver or owner, since January 1, 1930.

(d) One who is an employee of an outboard boat builder or outboard motor manufacturer or has been an employee of either within one year.

(e) One who is connected with the outboard motor or outboard boat industry or the business of building, selling, repairing, distributing or servicing outboard motors, outboard boats or outboard accessories or has been connected therewith in any capacity for monetary gain or business profit, within one year.

(f) Employees within one year, of those mentioned in paragraph (e).

(g) One who receives or has received gifts of boat, motor, parts or other outboard equipment from one qualified as a Division III owner or driver or receives loans or other gratuities for racing from a Division III owner or driver.

(h) Those owners or drivers who may be designated by the National Outboard Racing Commission or any member thereof, as a Division III owner or driver.

(i) One who races or drives or has raced or driven an outboard boat or motor for commercial gain or represents some person or corporation interested in racing for commercial gain or for advertising value.

(j) One who has received pay, within one year, for serving on a motor boat.

(k) One who has competed in any Division III race or so-called "Free for All" event (open to Division III drivers) since January 1, 1930.

Note: Naval or Coast Guard officers are excepted, provided they do not otherwise commit an infraction of above rules.

Service prior to January 1, 1930, shall not apply in Sections d, e, f, g, i or k above.

REGULATIONS

1. American Outboard Records shall be allowed in Division I and Division II.

2. Only stock motors shall be raced in Division I and Division II.

3. A boat or motor which has raced in Division III since January 1, 1930, shall not be eligible to compete in Division I or Division II.

4. A boat or motor owned or driven by one who qualifies for Division III shall not be eligible to race in Division I or Division II.

5. An owner and a driver when entering a boat for a race must give sufficient information on the entry blank as to permit the Local Committee to determine the status of the owner, driver, boat and motor as to whether they belong in Divisions I, II or III.

6. Filing false or incorrect information on entry blank shall be sufficient cause for suspension of owner and driver for one year from all racing as provided in Rule V.

7. A driver or an owner placed in the incorrect division by the Local Committee shall so advise the committee in advance of the race and shall not start in the incorrect division.

8. Divisions I, II and III owners, drivers, boats and motors shall compete only in races designed for their own division (No Free for All races shall be held).

9. No merchandise prize (or order for merchandise) having a value in excess of \$50.00 shall be offered in Division I or Division II. (Note: It is understood that this section (9) has

no reference to the usual prizes offered, such as cups, trophies, etc., and articles purchased in advance of the race by the Race Committee to be offered as prizes.)

10. A prize shall be awarded to the owner of the boat. The owner may, if he so chooses, instruct the Race Committee to award the prize to the owner of the motor or to the driver.

11. Any boat or motor racing in Division I shall be owned and driven by a Division I owner and driver.

Note: Race Committees must designate their various events as open to Division I or Division II or Division III drivers. In no case shall any event be arranged as a so-called "Free for All." Division I and Division II drivers may compete in the same event provided the race be designated in advance as open to "Divisions I and II Drivers." However, Division I and Division II shall not compete in any event open to Division III drivers.

Page 5—RULE IV Cont.—Sections 7, 8 and 9 omit.

RULE V—Section 3 make read as follows:

Sec. 3. If owner or driver signs false affidavit or false entry, the owner and driver shall be disqualified from race in question and be barred from racing for a period of 12 months.

Sec. 6. Make title read "Form of Entry Blank and Affidavit."

Page 6—RULE V—Section 6 Cont.

Make 7th line read as follows:

"Length of Boat.....Weight....."

Omit 16th line and add the following:

Driver's business or occupation.....

Owner's business or occupation.....

Total number of past races started in, irrespective of class or division since March 1, 1929 (Note: Each heat counts as a race)

Do you or the owner of either boat or motor qualify as a Division III driver under any of the provisions of Rule IV, Sections (a to k).....

As far as you know, has your boat or motor ever been owned or raced by a Division III owner or driver?.....

Have you or the owner of either boat or motor raced for a cash prize since January 1, 1930, or raced in any event where cash prizes have been offered?.....

Are you or the owner of either boat or motor in any way connected with the outboard boat or outboard motor industry?....

Have you or the owner of either boat or motor ever raced in any event open to Division III drivers?.....

Omit present line reading, "Number of past races competed in," etc.

Add paragraph just ahead of line reading "Release from Liability," making same read as follows:

Note: Drivers and Race Committees may obtain copies of this entry blank in any quantity desired from the Secretary of the National Outboard Association, 333 North Michigan Boulevard, Chicago, Ill.

Page 7—RULE V—Section 6 Cont.

19th line—Change word "Mechanic" to "owner."

20th to 23rd line—Change to read as follows:

Note: A supply of these entry blanks may be obtained from the Secretary of the National Outboard Association.

Sec. 7—First line make read as follows: "If a driver signs false affidavit or entry, etc., etc."

Sec. 7—Eleventh line—Add words "or entry" after affidavit.

Page 9—RULE VII—Section 2 make read as follows:

Racing numbers shall be assigned as hereinafter provided. The numbers shall be prefixed by the following letters, etc., etc.

Page 10—RULE VII—Section 2 Cont.—At end of section add the following:

Note: Racing numbers may be obtained as follows:

Members of New England Outboard Association—Frank Wigglesworth, 20 Brookline Avenue, Boston, Mass.

Members of Middle Atlantic Outboard Association—W. E. Willis, 85 Chambers Street, New York, N. Y.

Members of Chesapeake and Potomac Association—L. G. Leech, Southern Building, Washington, D. C.

Members of Florida Outboard Association—I. Chester Spinney, 15 Columbia Drive, Tampa, Florida.

Members of Clubs in Mississippi Valley Power Boat Association—A. T. Griffith, Hippodrome Building, Peoria, Illinois.

Pacific Coast drivers—A. L. Bobrick, Bobrick Chemical Co., 111 Garey Street, Los Angeles, California.

Members of Clubs belonging to American Power Boat Association that do not fall in above groups—W. E. Willis, 85 Chambers Street, New York, N. Y.

(Continued on page 180)



The FAYBOW "STATIC" "Fastest Hydroplane Afloat"

Winner of . . .

5 mile, Class E, Division I, Boston

(Breaking 5 mile Record)

10 mile, Class E, Division II, Boston

(Breaking 10 mile Record)

A. P. B. A. National Championship, Class D,
Division I, Boston

100 mile Jacksonville, Fla., Marathon

68 mile Finger Lakes Marathon, Geneva, N. Y.

(Breaking Record for this distance)

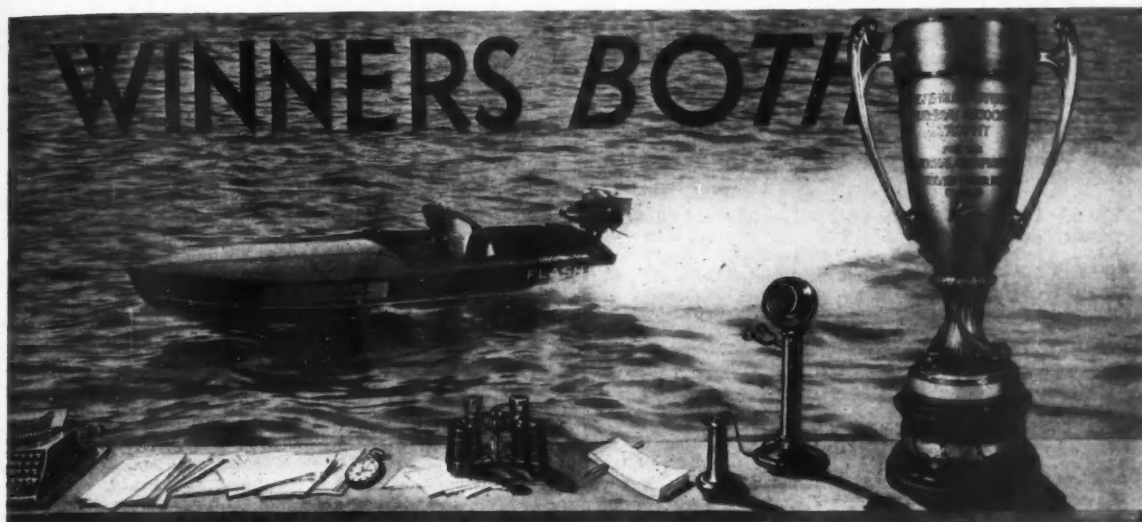
Designed and built to withstand the terrific strains of the highest speeds obtainable with the most modern types of outboard motors. Made in two lengths: 13 ft. 9 in. (weight 135 lbs.) and 11 ft. 9 in. (weight 85 lbs.)

Write for full information

FAYBOW

BOATS

GENEVA, N. Y., U. S. A.



DUNNELL -- Designer

LUDINGTON -- Producer

NOW--from the same source, comes

The 1930 SPORTCAR

INBOARD POWERED ... SAFE ... CLEAN ... EASILY HANDLED

THE 1930 SPORTCAR—Ludington's newest development—springs from the line of champions that have established Ludington in the foremost ranks of the small boat field.

It's a new Dunnell design—this 1930 Sportcar. Every plank, every rib, every strut is specially designed and constructed to lend speed and stability to the new principle of inboard power with outboard drive. Rigid tests have proved the strength of the hull, exhaustive experiments have determined on the stability of the engine and drive.

You'll see it at the Motor Boat Show this Winter—you'll see it cutting through the water this Spring. It's the boat for 1930. Fast, firm hull, self starter, hatch covered motor—these are a few of the factors that make the Sportcar quick to get away, clean and safe to run—and as dependable and comfortable as a 1930 automobile. The 1930 Sportcar—safe, clean, powerful and easy to handle. For a summer of pleasure—watch for the Sportcar—and for the other new and improved boats by Ludington.

ATTENTION, DEALERS!

This is the first definite announcement of the 1930 Plans of the reorganized Hydro Division of Ludington Aircraft, Inc. "Jake" Dunnell—graduate of M.I.T., veteran in marine activities—is now in charge of design, and F. H. Hutchinson is General Manager in Charge of Sales. Ludington's new line of boats will be unex-

celled. Active dealers are needed to line up with this new organization whose merchandising and advertising are as thoroughly planned and constructed as the actual boats themselves. Write today on your letterhead for advanced information, stating what lines you are now handling.



LUDINGTON

LUDINGTON AIRCRAFT, Inc.
HYDRO DIVISION

808 Atlantic Bldg.



Philadelphia, Pa.



OUTBOARD RACING RULES FOR 1930

(Continued from page 180)

II. One-mile Trials in all Classes.

1. One Statute Mile.

RULE XXII—Section 4—Make read as follows:

All official American outboard records shall be made on a 1 or 2½ mile course.

Page 20—RULE XXII—Section 11—Last line add "Rule XXV" after word "etc."

RULE XXII—Section 16—Make read as follows:

A motor which establishes an official outboard motor record shall be torn down, inspected and measured, etc., etc., etc.

RULE XXII—Omit Section 19 entirely.

RULE XXII—Omit all data under title "IN COMPETITION" entirely.

Page 21—Omit all data on this page entirely.

Page 22—RULE XXIII—Put the following sub-heading under the words "Form for Filing Results of Race for Official American Outboard Records":
(See also Sec. D, Rule XXV.)

Page 22—RULE XXIII—At the end of this rule add the following:

Note: Copies of this printed form may be obtained from any member of the National Outboard Racing Commission.

RULE XXIV—First line—Leave out words "During 1929" after word Note and make sentence start as follows: "The Registration of drivers, etc., etc."

RULE XXIV—Omit entirely Section 3.

Page 23—RULE XXIV—Omit continuation of Section 3 entirely, also omit Section 4; make Section 5 now Section "3."

Page 24—RULE XXV—Under Section E—Add the following after sub-section (s)-(t) Signature of Referee:

RULE XXV—Change Section 9 at bottom of page to read as follows:

Is or has owner or driver in any way been connected with the outboard motor or outboard boat industry?

Page 25—RULE XXV—Omit part of Section 9 at top of page.

RULE XXV—Change Section 26 to read as follows:

Has the driver, or owner of either motor or hull raced for a cash prize since Jan. 1, 1930, or competed in any event where cash prizes were offered or in any event with drivers of another division since Jan. 1, 1930 (Rule IV)?

Page 26—RULE XXV—Change Section 42 to read as follows:

Was the length of the race or heat 5 miles for Division I and 5 or 10 miles for Division II or, in the case of mile trials, one statute mile (Rule XXI, Sec. 1)?

RULE XXV—Change Section 46 to read as follows:

Is the claim for record restricted to Division I or 11 (Rule XII, Sec. 8)?

RULE XXV—Change Section 43 to read as follows:

Was the length of one lap of the course 1 or 2½ miles (Rule XXII, Sec. 4)?

Page 27—RULE XXV—Add the following at the end of this rule:

Note: Copies of this blank for filing Referee's Report may be obtained from any member of the National Outboard Racing Commission.

Page 27—RULE XXVI—Under OUTBOARD REFEREES make the following changes and additions:
Lt. Commander W. Mack Angas, Pensacola, Florida.

Page 28—RULE XXVI Cont.—Under OUTBOARD REFEREES make the following changes and additions:

Add the name of William McP. Bigelow, Maron, Inc., 1614 Chestnut Street, Philadelphia, Pa., after the name of "Hugo Hiersach."

Add the name of Arthur Bray, 114 Baker Street, London, England, after the name of "C. H. Bradley."

Add the name of Bert A. Clark, 1037 Commonwealth Avenue, Boston, Mass., after the name "Charles F. Chapman."

Add the name of Rox Cowley, Pensacola, Florida, after the name "M. S. Cornell."

Omit entirely the name of Henry Falk of Houston, Texas.

Add the name of Henry Clay Foster, 27 E. 30th Street, New York, N. Y., after the name "J. R. Folger."

Add the name of William Kirk, care Evening Journal, Wilmington, Del., after the name "Robbin C. Keene."

Page 29—RULE XXVI Cont.

Add the name of James P. Lacey, Peoria, Illinois, after the name "William Kyser."

Add the name of Richard R. Loynes, Chestnut at Third Street, Long Beach, Calif., after the name "Ray Lechenger."

Change W. D. McWaters' address to read as follows: 4th and Ankeny Sts., Portland, Oregon.

Omit entirely the name of Ray V. Morris of San Diego, Calif.

Omit entirely the name of J. W. Sackrider of Chicago, Ill.

Add the name of Major H. O. D. Segrave, Shiphouse, London, England, after the name "Adolph Schmidt."

Omit entirely the name of Grey Skipworth of Richmond, Va.

Add the initial "J" to the name of Julien Southerland, making it read: "J. Julien Southerland."

Make Leo Thomas' address to read just Boston, Mass., leaving out "Care of Cunard Steamship Co."

IMPROVING OUTBOARD CONDITIONS

(Continued from page 168)

tive to the establishment of a uniform protest fee for our sanctioned and approved regattas. This is at present rather an indefinite matter and should, I believe, be laid down a little more clearly. Again, I think the entry fee question should be standardized for our sanctioned regattas. Thus drivers would know exactly what they had to pay in order to enter a sanctioned regatta and what they had to pay to enter an approved regatta.

From the committee point of view, I would urge that we standardized upon a circular starting clock. You are all familiar with the clock that slides along on a horizontal wheel, but it has been my experience and I have had the same report from many of the drivers that this type of clock is extremely difficult to read, hard to see and is not satisfactory. It seems to me therefore that we should standardize on a circular clock where it is really only necessary to see the general position of the hand.

The next point comes on the question of mufflers. We are interested not only in racing but in the general good of the outboard game and the question of mufflers comes into certain territorial areas as very important. I am mighty happy to report that the manufacturers have set to work on this and are doing a thorough and complete job to try and standardize the mufflers,

but before leaving the question of mufflers it would be my recommendation that sanctioned regattas be conducted only where mufflers may be removed and that no records be allowed or established unless the mufflers are off or, if you prefer, the mufflers are on. In other words—standardize; either we race with mufflers or we race without mufflers and do not have the boys who are handicapped by local conditions competing against someone who has the better fortune to be in a territory where they can race without them. Records really mean nothing unless it is with standardized equipment. I hope most sincerely that this rule will be written into the rules for the coming year.

Relative to the Divisions, I believe it has already been discussed by many of the powers that be but I add my hearty endorsement to the idea of a third Division being made different from its present alignment—the third Division to include everyone connected with the trade in any way, shape or manner and those circus riders who go around looking for cash prizes; in other words, make a business out of racing. Let them race together irrespective of the individual owners. Let your ama-

(Continued on page 184)



Boyd-Martin "WHY NOT?"

Winner of
Classes D & E
at Red Bank New Jersey

Boyd-Martin side stabilizers make the "WHY NOT?" seaworthy beyond comparison. Banks and turns are taken with a degree of speed, ease and safety hitherto unknown.

Write for specifications on this and other Boyd-Martin racing and family boats, also for name of the nearest dealer.

BOYD MARTIN BOAT CO.
1072 Lee Street — Delphi, Ind.

—BOYD MARTIN—



❖ ❖ 1929 Draws to a Close ❖ ❖

and with the conclusion of this past season LYMAN adds another year to a lifetime of fine boat manufacturing. In the scope of outboards there is nothing which excels the unvaried seaworthiness, safety, utility and performance of our models. As originators of this type of boat, we offer greatest satisfaction, best value and real results!

LYMAN BOAT WORKS

Foot of First Street Sandusky, Ohio



"You'll appreciate UTE on the cool days in Sept. and October."

For YACHTING, MOTOR BOATING
and OUTBOARDS

ONE-PIECE Waterproof and Windproof of double texture cloth with rubber vulcanized in between. Famous Rust-proof Hookless Talon Fastener at front and sides of legs. Waterproof elastic at wrists, ankles and waist. Small cap to cover shoe. Easily put on—weighs but 36 ounces. Detachable Hood.

Khaki Color—\$12.50

White Color—\$16.50

"UTE"

The All-Weather Utility Suit

(Patent Pending)

If your dealer does not already stock UTE, send us your check and measurements and we will ship you UTE postpaid. Sizes—Small, Medium and Large, Extra Large 10% extra.

UTILITY GARMENT CORP. (Dept. M.B.)
389 Arch Street Philadelphia, Pa.

DISTRIBUTORS and DEALERS: Write for full details of this new garment.

A Consistent Winner!

To WM STANNUS TELEGRAM

WON FIRST PLACE HERE TODAY IN
FREE FOR ALL USING YOUR NINE-
TEEN INCH PROPELLOR INCREASED
MY SPEED OVER TWO MILES AN
HOUR OVER PEORIA SPEED YOUR
NEW PROPELLOR IS A WONDER
CONGRATULATIONS DICK UPSALL

Dick Upsall, like other speed leaders recognizes the proven superiority of the Stannus Propeller. Stannus leads the world in design and production of fast wheels.



FOR SPEED!

35 years of experience makes possible the exclusive design which brings out the maximum speed of your boat through using the Stannus wheel.

Increasing Our Facilities

Due to our rapid growth we have greatly increased our facilities under the name of the Stannus Propeller Corporation. Mr. Stannus is now free to devote his entire time to design and experimental work.

Genuine Stannus Wheels bear our Name

STANNUS
PROPELLER CORPORATION

4091 BEAUFIT—DETROIT, MICH., U. S. A.

FAIRCHILD OUTBOARD BOATS

Outboard cruisers, family runabouts and racing hulls. New low prices now effective.

Write for details

FAIRCHILD BOATS, Inc.

37 West 43rd Street New York City

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BEATS
the World
on BOATS

CATALOG
FREE!

Save Money
Order by Mail

Please state the kind of boat you are interested in
Two Large Factories

THOMPSON BROS. BOAT MFG. CO.

218 Ann St. Peshtigo, Wisconsin 118 Elm St. Cortland, New York



OUTBOARD MOTOR BOATS—A complete line of strictly up-to-date racing models, good for over 30 miles an hour. Also some entirely new models for general pleasure use with a speed of 20 to 25 miles an hour. Built strong and durable and absolutely safe.



Newboats \$50.00 and up—The most complete line ever offered, at real money-saving prices.



Motor Boats—With or without Engines. Fast, handsome Craft at money-saving prices.

Improving Outboard Conditions

(Continued from page 182)

teurs or your private owners race in Division 1 and Division 2 for beginners and advanced drivers, and then if those of us in the trade want to have a race let us have our own Division and go racing, but race with stock motors. I cannot see that the non-stock of the development class motor has been utilized much this year and certainly not to a point where it needs to be considered. I think these three Divisions would clear up a whole lot of the misunderstandings that are now going on. I would say further that a motor once raced in the third Division, such as I outline here, should never be raced in Divisions 1 or 2 again. This would automatically prevent those of us in the trade loaning motors or equipment to novice or amateur drivers or whatever you choose to call them, which is really unfair.

Another point that I would like to see made clearer is the question of a clear definition of a false affidavit. There has been a misunderstanding about this and an affidavit can be made out to be a false affidavit on pretty small pretenses. I believe we could define this a little more clearly to the benefit of all concerned and help out a very awkward situation, because to my mind a man or woman who signs a false affidavit should not be permitted to participate in any way in organized racing for a period of a year, at least, as this type of thing is not what we want in this sport and it is contrary to the standards and ideals of a very large percent of all those participating in the sport.

One more point that I would bring up is relative to cash prizes. I believe in Divisions 1 and 2 there should be no cash prizes; in a Division 3 of the type that I have outlined above, cash prizes should be permitted. Can we not standardize on this so as to make it fair for all and easy for your local committee?

I would suggest that on Page 20, No. 16 of the rules, the wording be changed from—"shall be inspected and measured" to "must be torn down, inspected and measured for the establishment of records."

So much for the details of the rules. Mr. Chapman has written a very able treatise on this subject in October MoToR Boating, which doubtless all of you have read. I endorse all of Mr. Chapman's ideas as expressed there and for that matter, all the ideas that I have heard him express yet because as we all know there is no greater authority in the world today than the man we are privileged to be working under and working with in the game. When Chap makes a suggestion, it is something that we can all sit up and pay attention to.

The great problem that confronts us today is that of territorial organization. I have prepared here a chart which gives a suggested organization. We have endeavored to make a start on this this year and to a certain extent we have been successful, but having no funds available and but very few workers to carry on the ideas the progress has not been made that we would like to have seen. This plan calls for a Unit Chairman to start at the bottom who is someone on a pond or river where a small group went to race and who is willing to give his time to see that the racing is conducted in a ship-shape manner and the rules carried out. They in turn will file the returns of their racing with the District or Sectional Chairman—as the case may be, so that all the racing there may be scored and the drivers given credit for the points won and given their standing in a given locality. Then the winners in these little units will progress from there up to the State, Sectional or Divisional Championships to the Intersectional Championships and then to the National Championship of the American Power Boat Association.



Frank Wigglesworth and William Burke. Mr. Burke has just joined the boat division of the Johnson Motor Company of Waukegan, Illinois

We Specialize in All Types of Aquaplanes

AQUAPLANES

Scientifically designed, beautifully balanced, for towing—

SKIBOARDS

(Patents Pending)

The outboard-motor-propelled aquaplanes—

AKWA-SKEES

(Patented Oct. 17, 1925)

The sporty self-balancing double aquaplanes—

SURF-BOARDS

Standard type and genuine Walkiki Model—

DOLPH

A game played on Akwa-Skees, Skiboards and Aquaplanes

Interesting Proposition for Outboard Boat and Sporting Goods Dealers

Write for details and discounts.

SKIBOARD CORPORATION

72 HUBBARD STREET

BROOKLYN, N. Y.

National
Distributors of
Water Sports
Equipment

Stunt Riders and
Equipment for
Water Sport Acts
Supplied for Re-
gattas, Resorts,
Exhibitions and
Fairs.



Skiboards make thrilling races.

BRANFORD

NEW TYPE CONTROLS

FOR

JOHNSON and ELTO



ESTABLISH A NEW STANDARD OF
OUTBOARD MOTOR PERFORMANCE

THE MALLEABLE IRON FITTINGS CO., BRANFORD, CONN.
Eastern Distributors: E. J. Mullins Co., 85 Chambers St., New York City

MULLINS

STEEL BOATS

STEEL Boats Give Years of
Trouble-Free Service!

Get a Mullins and you've got a weather. It can't sink . . .
boat that will give you season will never dry out or open at
after season of sheer delight. the seams like a wood boat.
Take it anywhere in any Write for details.

MULLINS MFG. CORP., 808 Depot St., Salem, Ohio



The STEEL KING DE LUXE



Crandall Comet, the Class B World's Record 36.185 Nautical M.P.H.

Crandall Comet, the Class B, Division 1 American Record, 42.3 M.P.H.

Crandall Comet, the Class D, Division 1 American Record, 46.9 M.P.H.

THE above is not a complete listing of the records to the credit of the Crandall Comet, but simply what was done by Billy Lyon, fourteen year old boy, at the International Races held in California on October 6, 1929.

The two newest American records of the Crandall Comet are two made by Charles Adams of Pasadena, California, fifteen year old schoolboy, at the races at Balboa, California, on October 27th. He set up two new Division 1, Class B marks as follows:

34.269 M.P.H.—6 miles competition.

37.383 M.P.H.—15 miles competition.

This latter record is the best B-1 competition speed yet recorded.

The picture shown of Billy Lyon was taken just after he stepped from his boat on to the dock after making the World's Record. Copies of this picture in an 8" by 10" size, each one individually autographed by Billy Lyon, himself, will be sent free to any boy that drives an outboard. All that is necessary to obtain this autographed picture of the boy who holds a World's Record is to send into the Crandall Boat Company, your name and address with the request.

The new Crandall Craft, 15½-ft. ocean-going runabout, will be announced in the January issue of this magazine.

CRANDALL BOAT COMPANY

NEWPORT BEACH, CALIFORNIA

Eastern Plant, Phelps, Wisconsin

OUTBOARD NOTES

DUNNELL AND HUTCHINSON NOW WITH LUDINGTON

The Hydro Division of Ludington Aircraft, Inc., manufacturers of the famous outboard racing boats, Ludington Lightning and Ludington Flash, have retained the services of Jacob Dunnell, the widely known designer of small boats, and Franklin H. Hutchinson, formerly of Hood Rubber Company. Both men were, until recently, connected with the New England sales organization of Johnson Motor Company. Mr. Dunnell is in charge of designing and production and Mr. Hutchinson is general manager in charge of sales.

The retention of these two men marks the complete reorganization of the Hydro Division of Ludington Aircraft, Inc.

New plans are under way at present for the production of advanced types of small inboard and outboard boats in line with the fine reputation of their racing boats, but adapted to more general use. These new boats will be on sale early in 1930.

In the meantime, dealerships are being arranged and extensive advertising is being planned.

DELAWARE ASSOCIATION CLOSSES SEASON

The weatherman smiled and leading outboard drivers enjoyed a beautiful midsummer sun for the final regatta of the season at Torresdale, Saturday afternoon, October 12, when the Delaware River Outboard Motorboat Association concluded its racing season at Pleasant Hill Beach.

Honors were divided in the various races of the regatta, Joe Chance with his Aconite, nosing out George Smith of Essington, driving Sandot, in a hectic race in the free-for-all final. Aconite had a splendid start, and ran far away from Sandot, which had motor trouble en route, and near the end of the first lap, stopped.

However, Smith pluckily stayed in the race, got his engine running again, and staged a beautiful stern race, almost catching Aconite. At the finish, Smith had just caught the stern of Aconite, but was beaten by a boat length.

Louis Borsos, Jr., of this city, was the winner, with Typhoon, Jr., in Class D, over a five-mile course, beating Ken Hughes, of Wilmington, Del., by several boat lengths, in another splendid race.

Ken Hughes came back in Class C, however, and drove his

Starboard to a hard-fought victory over Aconite, taking revenge on the local driver. There were six starters, but only three finished, Tom Metcalf piloting his Baby Lindy over the line in third place.

R. B. Nolan was the winner in the family outboard race with his Nomad in a close race. Mrs. Helen Herchenrider, wife of a leading Eastern outboard marathon driver, was the official starter.

The finishes follow:

Class D outboards—Won by Typhoon, Jr., Louis Borsos, Jr., Philadelphia; second, Midships, Ken Hughes, Wilmington; third, Port, J. Kirby, Wilmington; fourth, Sandot, George Smith, Essington; fifth, Bentz, Joe Bentz, Trenton. Time, 12.04 4-5.

Class C outboards—Won by Starboard, Ken Hughes, Wilmington; second, Aconite, Joe Chance, Philadelphia; third, Baby Lindy, Thos. Metcalf, Droma. Debasco, Joe Heaton, Red Dragon C. C., and Bentz, Francis Bentz, Trenton, did not finish. Time, 10.46.

Displacement family outboards—Won by Nomad, M. Nolan, Droma; second, Sea Sled, J. Howe, Philadelphia; third, Muffie, J. O'Neill, Moorestown. No time.

Free-for-all—Won by Aconite, Joe Chance; second, Sandot, George Smith; third, Midships, Ken Hughes; fourth, Debasco, Joe Heaton; fifth, Typhoon, Jr. Time, 10.50; second time, 10.52.

OUTBOARDS A FACTOR IN LIFE-SAVING

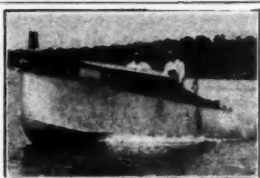
The outboard motor is daily proving itself capable of performing a great number of useful and worthwhile tasks—performing them efficiently, and in a manner which no other type of marine power unit can equal. It is ferrying boats across streams in numerous sections of the middle west and northwest; towing log rafts up stream in Canada; pulling cargo-laden barges through the canals of England; and rescuing stricken people in times of flood disaster along the banks of the Mississippi.

Naturally the outboard motor performs its most valuable function in the saving of human lives. Many people have maintained that this versatile motor has a definite place in life-saving work in coast-wise and trans-oceanic shipping, as well as the patrolling of our bathing beaches. Their contention has recently

(Continued on page 186)

THE WALKER ARGONAUT

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THIS 20' x 6'6" Vee-bottom cruiser is a substantial and practical boat having bunks for two or three people, toilet, galley, ice-box and lockers. The cabin is 9 feet long and has ample headroom. The cockpit is exceptionally roomy and is fitted with a stern seat. Steers from amidship position. Red cedar planking; white oak frames and keel. Cruising speed about 10 M.P.H., depending on size outboard motor used. Equally adaptable for inboard power. Low price makes this the most exceptional buy in outboard cruisers. Write today for full information.

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1263 LILLIBRIDGE STREET

DETROIT, MICH.

OUTBOARD NOTES

(Continued from page 185)

received added significance and importance, after a rescue accomplished with an Evinrude-powered Sea Sled, in which the lives of six young men were saved. The rescue took place on Lower New York Bay, near Boehms Beach, New Dorp, New York. Through the heroic efforts of Lieutenant Paul Revere Smith, five young men were rescued after their canoe had capsized in the high waves on the sound, and a sixth was rescued at the point of exhaustion and collapsed, on the second trip out. Joseph Palmer, as well as his five companions, owe their lives to the heroic efforts of Lieutenant Paul Revere Smith and Lieutenant Appel, and the quick and dependable action of an Evinrude-powered Sea Sled.

All of which goes to prove that the outboard motor is now more than a toy; it is an invaluable aid in the saving of human lives. Tests conducted on the steamship Wilscox demonstrated the usefulness of the outboard motor on the life boats carried by the ship.

In this test of the 20 h.p. Evinrude motor conducted in conjunction with the S. S. Wilscox, one of the ships of the Roosevelt Steamship Line, it was found that the outboard motor was capable of propelling a 16-foot boat containing five passengers and a regulation life boat containing sixteen passengers, at the rate of 12 to 15 miles per hour. The cruising range of the boat, carrying an auxiliary gasoline supply of five gallons, was estimated to be between 40 and 50 miles.

In ship disasters, the outboard motor could well be put into service as a means of propulsion for the lifeboats, and one motor would not only be able to power a single boat, but could be used as well to tow another. On the ocean liners themselves, and particularly on the ships which skirt the Eastern Coast from New York to the Gulf, the outboard motor has a very definite place as a means of bringing the survivors to safety after a disaster has occurred. With the ultimate aim of the preservation of human life, every possible precaution should be exercised on the sea. The outboard motor, now proving its usefulness in remarkable tasks being performed nearly every day, can well be made standard equipment on all ships, as an added security for the lives of the passengers entrusted to their care.

A 14-YEAR-OLD CHAMPION

Although when Billy Lyon took the Class B record in the International Time Trials at Balboa, California, it was the first time he had entered into outboarding, he has been known as a local champion for quite some time in an allied sport—sailboat racing. Before he reached the age limit for official outboard competition he had set up quite a record in junior sailboat races held at Balboa Bay.

His sailboat, Pelican II, is a snowbird, an 11-foot boat of local design. There are about 70 of them on Balboa Bay, all manned by boys under 20, so that competition of the keenest sort is found. A partial list of the victories piled up this last summer by Billy Lyon includes:

First place, F. K. Eckley championship trophy race, Balboa Yacht Club.

First place, Sherman perpetual trophy races, Balboa Yacht Club.

First place, Admiral Soiland trophy race, Newport Harbor Yacht Club.

First place, August series, Balboa Island Yacht Club.

First place, July series, Balboa Island Yacht Club.

First place, July series, Red Fleet, Balboa Island Yacht Club.

Second place, August series, Red Fleet, Balboa Island Yacht Club.

Billy Lyon, who is just barely fourteen years old, goes to school in Los Angeles and spends his week-ends and summers at Balboa on the Pacific Coast, where a bay extending miles inland makes it an ideal spot for boating all the year around.

1929 marked Billy's third summer on Balboa Bay, and also his third as a snowbird racer. His experience with outboards has been more limited, as he has never owned one of his own until this year. He had some experience with outboard hydroplanes previously, however, having run TNT, a product of the Merrimac Canoe Company, powered with a Johnson Big Twin, during part of the summer of 1927.

Billy has been asked several times which he likes better, sailboat racing or outboard racing, and his reply invariably is that either one is a lot of fun IF you have a fast outfit. Otherwise neither of them is a lot of fun, he says. It takes some skill for either sport, according to Billy, but, being modestly inclined, he does not emphasize this part of it, giving much credit to the boats. The boat with which he set the Class B record at 36.185 nautical miles per hour was a Crandall Comet, manufactured by the Crandall Boat Company.

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Racing Records

Here are the "wins" within a year:—Class C—Huntington, W. Va., July 4. Free for All—Huntington, W. Va., July 4. Class C—Lake James, Ind., July 29. Free for All—Lake James, Ind., July 29. Class B—Cincinnati, Aug. 4. Thirty-six Mile Marathon—Lake Defiance, Ohio, Class C—Defiance, Ohio, Free for All—Marathon—Lake James, Ind., Sept. 16. Class C—Ohio Valley Regatta, Cincinnati, Sept. 22 and 23. Free for All—Cincinnati, Class C and Free for All—Cincinnati, May 30. Class B, Class B Free for All—Dayton, Ohio, June 9. Class C, Free for all (first C Class to finish), Catawba Cliffs, June 9.

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(Continued from page 167)

was successful in defeating other contestants in this class by a wide margin and was declared the Class E national champion. Mr. Ludolph drove a Hooten boat called Wildcat powered with a Super Elto Hi Speed Quad.

During the season's racing some 67 new records were set up for outboard motored boats in all classes and over the specified

distances of one, five, six and fifteen miles. Many of these have been surpassed so that they do not all stand today as the official record. At some time during the summer they have been the record and show the interest in record attempts which exists among the outboard drivers of the country.

The full list of American Outboard Records as established during 1929 will be found below.

NEW AMERICAN OUTBOARD RECORDS ESTABLISHED IN 1929

CLASS & DISTANCE DIVISION MILES	SPEED	DRIVER	MOTOR	BOAT	PLACE OF RACE	DATE
D-II Mile Trials	43.76	Harrison Fraser	Johnson	Boyd-Martin	Miami Beach, Fla.	Mar. 23, '29
B-II 5	34.951	Perry Smith	Johnson	Elliot Boat	Lake Elsinore	May 5, '29
B-II 5	36.29	J. Graham	Johnson	Elsinore Boat	Salton Sea	May 19, '29
B-II 6	37.697	J. Graham	Johnson	Elsinore Boat	Lake Elsinore	May 30, '29
B-I 5	33.41	Betty Wallace	Johnson	Ludington	Worcester	May 30, '29
A-II 5	25.50	Arthur Sutherland	Lockwood	Herbst	Worcester	May 30, '29
E-II 5	40.36	J. Dunnell	Johnson	Ludington	Worcester	May 30, '29
D-II 5	40.27	Russell Stearns	Johnson	Kelley	Worcester	May 30, '29
C-I Mile Trials	36.26	F. Mabbett	Evinrude	Dupuis	Worcester	May 29, '29
D-II Mile Trials	44.54	J. Herbst	Johnson	Herbst	Worcester	May 29, '29
A-II Mile Trials	26.31	Arthur Sutherland	Lockwood	Herbst	Worcester	May 29, '29
C-II Mile Trials	38.70	J. E. Wilkinson	Evinrude	Herbst	Worcester	May 29, '29
C-I 5	35.27	N. F. McKinzie	Evinrude	McKinzie-Maldin	Worcester	May 30, '29
B-I Mile Trials	37.08	Kenneth Jarrett	Johnson	Porteus	Worcester	May 29, '30
B-II Mile Trials	37.75	Robert Warner	Johnson	Cute Craft	Worcester	May 29, '30
B-I Mile Trials	39.24	T. H. Lupman	Johnson	Floyd Pierce	Balboa	June 15, '29
B-II Mile Trials	40.11	John Adams	Johnson	Crandall	Balboa	June 15, '29
C-I Mile Trials	39.56	Chuch Hall	Evinrude	Elsinore	Balboa	June 15, '29
C-II Mile Trials	39.20	H. G. Ferguson	Evinrude	Elsinore	Balboa	June 15, '29
D-II Mile Trials	47.288	H. G. Ferguson	Johnson	Elsinore	Balboa	June 15, '29
D-I Mile Trials	41.763	Frank Royer	Johnson	Royer	Peoria	July 5, '29
C-I Mile Trials	39.15	Walter Peterssen	Evinrude	Bossert	Albany	July 5, '29
C-II Mile Trials	40.04	Helen Hentschel	Evinrude	Hodgson	Albany	July 6, '29
D-I Mile Trials	43.80	Harold Chapman	Johnson	Hallock	Albany	July 4, '29
D-I 5	39.57	Harold Chapman	Johnson	Hallock	Cross Lake	July 21, '29
C-II Mile Trials	41.00	R. Allen Smith	Evinrude	Ashbridge	Cross Lake	July 21, '29
B-II 5	36.45	C. D. Loe	Johnson	Ashbridge	Cross Lake	July 21, '29
C-I 5	37.42	Joe Herrin	Evinrude	Ashbridge	Cross Lake	July 21, '29
C-I 5	37.19	J. R. Glassell	Evinrude	Ashbridge	Augusta	July 22, '29
C-I Mile Trials	41.143	Millard Jackson	Evinrude	Elsinore	Albany	July 5, '29
A-I Mile Trials	25.959	Charles Harris	Lockwood	Herbst	Augusta	July 22, '29
D-I Mile Trials	41.470	H. W. Brock	Johnson	Ludington	Augusta	July 23, '29
C-II Mile Trials	39.082	Helen Hentschel	Evinrude	Hogson	Augusta	July 23, '29
D-II 6	43.06	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore	July 28, '29
C-II 15	40.31	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore	July 28, '29
C-II 6	40.63	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore	July 28, '29
B-II 15	40.40	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore	July 28, '29
C-I 6	37.75	Chuch Hall	Johnson	Elsinore	Lake Elsinore	July 28, '29
B-II 6	40.540	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore	July 28, '29
B-II 10	33.24	John B. Maypole	Johnson	Ramsey	Oshkosh	July 28, '29
C-I 10	30.74	H. Bloomfield	Evinrude	Century	Oshkosh	July 28, '29
D-II 10	40.40	Chas. B. Tice	Johnson	Century	Oshkosh	July 28, '29
B-I 5	36.94	N. C. Blanchard	Johnson	Ashbridge	Cross Lake	Aug. 4, '29
C-I 5	39.47	John Glassell	Evinrude	Ashbridge	Cross Lake	Aug. 4, '29
D-I 5	41.058	F. R. Hodges	Johnson	Ashbridge	Cross Lake	Aug. 4, '29
C-II 5	38.726	R. Allen Smith	Evinrude	Ashbridge	Cross Lake	Aug. 4, '29
D-II 5	41.685	Chas. Dillman	Johnson	Ashbridge	Cross Lake	Aug. 4, '29
B-II 5	38.876	Jerry Bryant	Johnson	Holt	Lake Sammamish	Aug. 17, '29
C-II 5	40.816	Ted Farmin	Evinrude	Robinson	Lake Sammamish	Aug. 17, '29
D-I Mile Trials	44.17	D. Hundertmark	Johnson	Penn Yan	Greenwood Lake	Aug. 18, '29
E-II 6	40.227	L. L. Preston	Johnson	Penn Yan	Red Bank	Aug. 25, '29
B-II 5	37.314	H. Thurmond	Johnson	R. A. Smith	Dallas	Sept. 8, '29
D-II 10	42.9389	R. S. Pearson	Johnson	Floyd Helton	Dallas	Sept. 8, '29
C-I 10	40.089	Robson Cuppels	Evinrude	R. Allan Smith	Dallas	Sept. 8, '29
C-II 5	41.43	Al Thomson	Evinrude	Thomson	Lake Elsinore	Sept. 22, '29
B-II 5	39.47	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore	Sept. 22, '29
D-II 5	43.90	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore	Sept. 22, '29
D-II 10	44.117	H. G. Ferguson	Johnson	Elsinore	Lake Elsinore	Sept. 22, '29
C-I 10	39.77	B. H. Martin	Johnson	Elsinore	Lake Elsinore	Sept. 22, '29
A-I 5	23.29	James Sullivan	Lockwood	Porteus	Boston	Oct. 5, '29
E-II 10	40.36	L. F. Davids	Johnson	Fay & Bowen	Boston	Oct. 5, '29
E-I 5	34.82	Col. S. Tooev	Johnson	Fay & Bowen	Boston	Oct. 5, '29
B-I Mile Trials	42.33	Bill Lyon	Johnson	Crandall	Newport Beach	Oct. 7, '29
B-II Mile Trials	42.370	H. G. Ferguson	Johnson	Elsinore	Newport Beach	Oct. 7, '29
C-I Mile Trials	43.711	Mildred Milde	Evinrude	Thomson	Newport Beach	Oct. 7, '29
C-II Mile Trials	43.192	Al Thomson	Evinrude	Thomson	Newport Beach	Oct. 7, '29
D-I Mile Trials	46.905	Bill Lyon	Johnson	Crandall	Newport Beach	Oct. 7, '29
D-II Mile Trials	48.40	H. G. Ferguson	Johnson	Elsinore	Newport Beach	Oct. 7, '29
A-II Mile Trials	26.481	D. Haskins	Lockwood	Porteus	Peoria	Oct. 13, '29
B-II 5	40.43	H. G. Ferguson	Johnson	Elsinore	Peoria	Oct. 13, '29
D-II 5	44.654	Marshall Eldredge	Johnson	Kelley	Peoria	Oct. 13, '29
E-II Mile Trials	39.353	F. E. Ludolph	Elto	Hooten	Peoria	Oct. 13, '29
B-I 6	34.269	Chas. Adams	Johnson	Crandall	Newport Beach	Oct. 27, '29
B-I 15	37.383	Chas. Adams	Johnson	Crandall	Newport Beach	Oct. 27, '29
C-I 15	35.785	B. A. Wheeler	Evinrude	Lake Elsinore	Newport Beach	Oct. 27, '29
D-II 6	43.584	H. G. Ferguson	Johnson	Lake Elsinore	Newport Beach	Oct. 27, '29

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First in Class D Second in Class C

BRIGANTINE BEACH—AUGUST 10, 1929

Second in Class C

WILDWOOD, N. J.—AUGUST 11, 1929

Second in Class D

PENNS BEACH—SEPTEMBER 8, 1929

First in Class D First in Free for All

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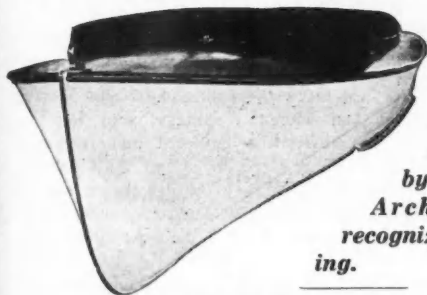
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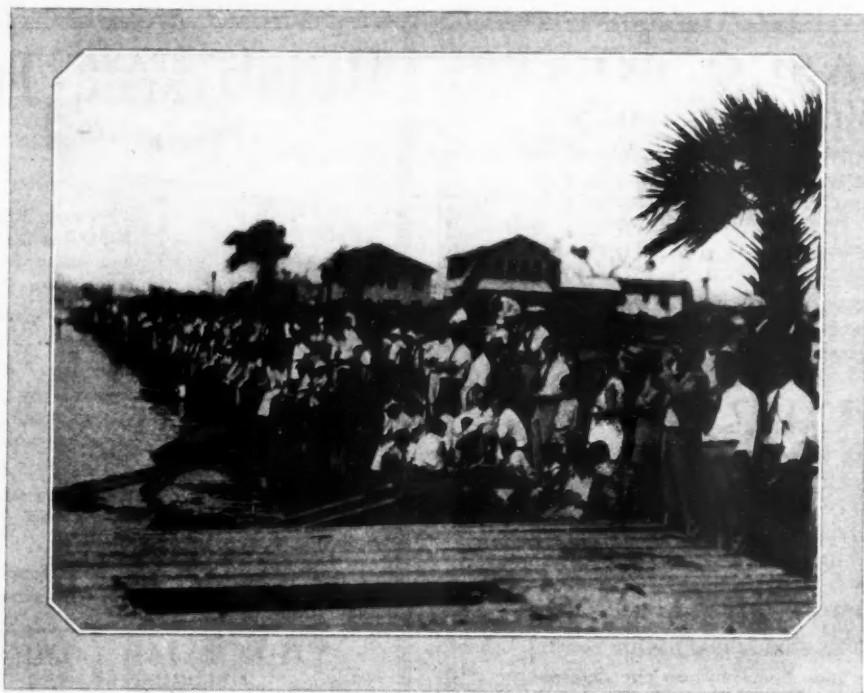
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Part of the crowd of spectators at the Jacksonville 100-mile Outboard Marathon, won by Malcolm Pope

THE MONTH WITH THE OUTBOARDS

Items of Particular Interest to Followers of the Sport

THE JACKSONVILLE MARATHON

THE Hundred-mile Outboard Marathon, held under the auspices of the Jacksonville Junior Chamber of Commerce, sanctioned by the Florida Outboard Motor Association, was held under extremely adverse conditions insofar as the water was concerned.

The course of $3\frac{1}{2}$ miles was so laid out that the outer side of the course was along the regular ship channel in the St. Johns River and owing to a stiff breeze which had been blowing from the northeast for several days the river was extremely rough, offering hard going for the little boats.

There were 51 entries, 42 actually started and 4 finished with a large number making as many as 20 to 25 laps.

This was Jacksonville's first attempt at staging a big outboard event and it is believed that 42 boats coming to the

starting line is a record that will stand.

The course was laid along the bulkhead of San Marce, South Jacksonville, and offered a vantage point for the 12,000 to 15,000 spectators who gathered and remained throughout the race. There were thrills and spills aplenty and the rough water certainly gave the drivers an opportunity to display not only seamanship but to see what light-weight hulls would do under the constant pounding they received.

Previous to the main event there was a 10-mile runabout race in which there were 6 entries. This race was won by Bronson E. Lamb, driving Poppy, with an average speed of 26.143 m.p.h. Second place was won by Kenneth Merrill. Third by Mr. Sirman.

The consistent driving of Malcom Pope, Travis Chestnut and P. A. Carlisle was the

(Continued on page 193)



A dozen of the forty-two starters in the Jacksonville Marathon, closely bunched at the line

The Outboard Motor Boat Book

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IDEAL SERIES—VOL. X

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for Over 30 Craft of Various Types and Sizes
Suitable for Powering with Outboard Motors*

THIS is the book which everyone has been waiting for. The scope of the craft, plans, specifications and building instructions which are printed in this volume, is very broad. Everything is included from the smallest rowing dinghy suitable for a Class A Outboard Motor up to the fastest Class C racing hydroplanes. Plans of some of the outboard racing boats which have established world's records are included. All of the boats are easy for the amateur or novice to build. If you wish to use the boat on the seaboard or inland waters or on some lake or smaller body of water you will find a design which is suitable. If you are partial to sail and use the outboard as an auxiliary to get home with should the wind fail, you will find a number of designs of these boats, too. The plans and designs are particularly clear and easy to understand and no previous knowledge of boat building is necessary to turn out a successful boat. You should not fail to have a copy of this book.

A complete summary of the contents of Volume X follows:

Contents of

THE OUTBOARD MOTOR BOAT BOOK

Skipper, 8-Foot Pram Type Outboard Boat
Baby Stepper, 14-Foot Class C Racing Hydroplane
Apple Sauce, 10-Foot Racing Hydroplane
Toto, 16-Foot Stepless Outboard Boat
Jazz Bug, 12-Foot Hydroplane
Pirate, a 39-inch Model Sloop
A 12-Foot Dinghy
Buster, 12-Foot Sailing Dinghy
Smarty, 14-Foot Outboard Sailing Utility Boat
Jan, 9-Foot by 3-Foot Sailing and Outboard Boat
Snapper, 12-Foot Round Bottom Sailing Dinghy
Whiz, 13'6" Hydroplane
Sue, 15-Foot Motor Skiff
Whiz, 16-Foot Baby Buzz Outboard Speedster
Transco, 18-Foot Outboard Runabout
Sharpie, 9-Foot Flat Bottom Dinghy
Kingfisher, 14-Foot Fishing Skiff
Canvasback, Outboard Canoe

Gannet, 12-Foot Sailing Skiff
Green Diamond, 12-Foot Outboard Hydroplane
Nonpareil, 14-Foot Outboard Cruiser
Sea Shell, 17-Foot Service Boat
Marybelle, 14-Foot Runabout
Flattie, 16-Foot Utility Boat
Edith, 15-Foot Vee Bottom Boat
A 10-Foot Scow Type Boat
Rinky-Dink, Seven Feet of Boat
Handy-Andy, an 8-Foot Sailing Dinghy
Carryme, a Utility Dink
Takapart, a Folding Punt
Anabelle, The Dink for Aragon II
Nymph, a 10-Foot Sailing Dinghy
Dancer, a 12-Foot Dink
Scandal, 14-Foot Outboard Motored Boat
Pixie, a V-Bottom Row Boat
Goze, 16-Foot Auxiliary Sloop

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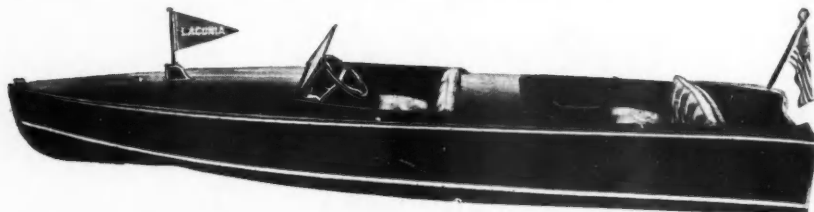
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A Few New Boats . . . Discontinued Models
AT HALF PRICE

THE SPECIAL

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F. O. B. LACONIA, N. H.



We have only 19 LACONIA SPECIALS

Retail Price was	\$490
PRESENT PRICE IS	250
SAVING	\$240

A sixteen foot De Luxe model, fully equipped—windshield, steering wheel, throttle control forward, special fittings, lights, upholstery, linoleum covered floors, handsome wood paneling inside cockpit—the last word in an outboard runabout.

THE SPEEDSTER

\$99

F. O. B. LACONIA, N. H.



We have only 12 SPEEDSTERS

Retail Price was	\$199
PRESENT PRICE IS	99
SAVING	\$100

There are only 31 boats—all brand new and have never been in the water. They are fully equipped with lights, all hardware, upholstery, etc. Regular production run to Laconia high standards of excellence. **YOU WILL NEVER HAVE SUCH AN OPPORTUNITY AGAIN—WE SUGGEST YOU SEND YOUR ORDER BY WIRE.**

We have also a few used demonstrating boats at big price reductions, and a few outboard motors used in testing and demonstration.

This small lot of boats offered at extremely low prices, subject to prior sale

LACONIA CAR COMPANY

LACONIA, NEW HAMPSHIRE

Advertising index will be found on 3rd last page

THE MONTH WITH THE OUTBOARDS

(Continued from page 190)



Charles Schokmiller and Arthur Sauerberg with the Evinrude Speeditwin-powered boat which they drove in the 1,200-mile non-stop run from New Orleans to St. Louis

feature of the race. Carlisle driving a Hooton boat with a B motor made only one stop and that was for gasoline after his reserve tank went out of commission.

Malcolm Pope of Winter Haven was the winner of the Marathon with Travis Chestnut second and H. L. Frazier third. About an hour before the start of the race, Pope was apparently excluded from the racing when his fast Torpedo broke in half as he was trying it out over the course wide open. However, he borrowed another boat which was supposed to be considerably slower and was among the first to cross the line at the crack of the starting gun. Lap after lap he maintained a steady pace while some of the faster boats in the lead were forced from the running and crippled by the rough going.

The winners of Classes B and C were as follows: In Class B, Peggy, owned and driven by P. A. Carlisle, took first and won the \$300 prize, completing thirty laps; Baby Wales Baby, owned by Fred Wehman and driven by Charles J. Hoyle, took the \$200 second prize with twenty-nine laps, and Whoozat, driven by Ed Detwyler, placed third with twenty-one laps for the \$100 prize.

In Class C, Z-60, driven by Julius Herbst, completed twenty-five laps and won \$300 as first prize; Black Magic, driven by William Coles, finished second with twenty-nine laps, \$175; and No Name, driven by W. Ihlefeldt, and Old Man, driven by W. B. Lamb, tied for third, sharing the \$100 prize between them.

Miss Wynne, the only woman driver, was awarded \$100 in cash by the judges for her skill and daring in completing eleven laps of the marathon.

ATTEMPT TO BETTER LEE'S RECORD

At 6:17 on the morning of August 21, Charles Schokmiller, and Arthur Sauerberg set out in an attempt to beat the record of the steamboat

Robert E. Lee, which up until recently had never been bettered during forty-nine years. An Evinrude Speeditwin powered their outboard boat on this 1,200-mile non-stop (except for fuel) trip up the mighty Mississippi.

The 131 miles from New Orleans to Baton Rouge were covered without incident. But ten minutes were required for taking on food and fuel, and the boat continued its way to Natchez, its second refueling point. On the trip from Baton Rouge to Natchez, about an hour of extreme darkness between sunset and the rising of the moon was encountered, and the two drivers then realized that the following night would be even darker, because of the moon rising an hour later each successive night. The first big whirlpools were encountered on the trip between Lake Providence and Arkansas City. Helena, the fifth refueling point, was reached at 9:45 in the morning of August 23.

Thirty five miles north of Memphis, Tenn., the worst stretch of water yet encountered was seen, the very fast water and large whirlpools nearly capsizing the boat. About three o'clock the following morning, absolute darkness reigned, and the boat hit a snag tearing a large hole in its bottom. With Sauerberg driving, and Schokmiller operating the bilge pump at high speed, they were able to reach a warrior barge boat, where with the assistance of the boat's crew, repairs were made. Shortly after the boat was repaired and placed back in the water, a very severe thunder storm came up, and extremely rough water was encountered. The storm was weathered, however, and the two adventuresome drivers arrived at Hickman, Ky., at 9:40 the following morning. Late in the afternoon the final refueling contact was made at Cape Girardeau, Mo., where every ounce of unnecessary weight was unloaded for the final dash for the record. But Dame Fortune did not smile on the two drivers, for just after sundown a very dense fog was encountered, and the problem of driving was such that



Billy Lyon, 14-year-old Los Angeles schoolboy, who established four outboard records on his first attempt

THE MONTH WITH THE OUTBOARDS



Warren Ripple, president of the Johnson Motor Company, writing the check for \$750 presented to H. G. Ferguson for the highest speeds with a Sea Horse 32 and with a 16

the boat was forced to lay up the entire night until 7 o'clock the next morning. At 9:58 on the morning of August 25, exactly ninety-nine hours and forty-one minutes after leaving New Orleans, their boat, Baby Lee, arrived in St. Louis. While Messrs. Schokmiller and Sauerberg were unable to break the record now held by Bogie, they have the satisfaction of knowing that they were the first men to ever pilot an outboard-motor-powered boat from New Orleans to St. Louis. They were also the first men to ever make a trip in this manner without the aid of professional river pilots.

Mr. Schokmiller, in writing the Evinrude Division, after arriving in St. Louis, stated that his Evinrude Speeditwin never faltered during the grueling 1,200-mile trip on the waters of the mighty Mississippi. A wonderful tribute to the supreme dependability of the Evinrude motor!

SCHOOLBOY SETS FOUR RECORDS

An accompanying picture shows Billy Lyon, the 14-year-old Los Angeles, California, schoolboy, who turned the outboard world topsy-turvy when he made four records, including the official record for Class B, on his first entry into official races. He drove his Crandall Comet and Johnson Sea Horse 16 six laps at the International Mile trials held at Balboa, California, October 6, at a rate of 36.185 nautical miles per hour, a speed that some of the best drivers in the world were unable to equal in the trials. Included in these latter was National B Champion H. G. Ferguson, who has repeatedly bested the highest class competition in California and elsewhere, but was forced to yield the world's B record to a boy scarcely over age limit when after two attempts his average was still too low.

Billy Lyon's Class B, Division I record was 42.338 m.p.h., which is some speed for a B outfit. After his

remarkable performance in B, Billy was loaned a Sea Horse 32 for his boat. He had never run a bigger motor than his own 16, and had no time to accustom himself to it or its actions on his boat as the white flag was already signaling him to start as he climbed into the boat. Within a minute he was across the starting line and when he had finished, had a Division I record of 46.905 m.p.h., a speed over two miles an hour better than the best of eastern experts have ever been able to do in either division!

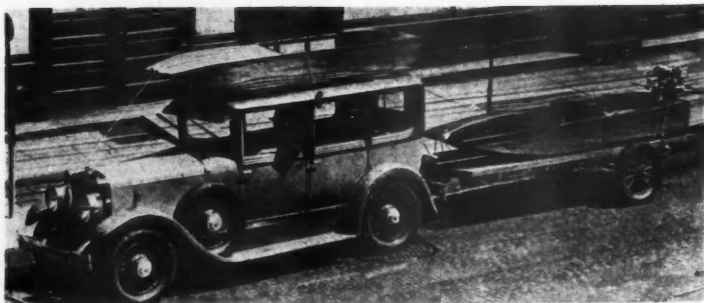
THE LURE OF WATER SPORTS

With so many thousands of our American people turning to the lakes and streams of our country to enjoy the pleasures of outboard motor boating, it is rapidly becoming the most popular of all water sports. The exhilarating sensation of zipping through

the water at thrilling speeds is captivating new devotees yearly in increasing numbers.

Americans are re-discovering the lure of water sports and particularly boating. Lakes and streams hitherto deserted now present scenes of great activity. Trim outboard-motor-powered runabouts skim gracefully over the water. A score of frail speedboats supply breath-taking thrills for the thrill-seeking youngsters. Even the cruiser is now outboard-motor-equipped.

The outboard motor has proved itself to be the open sesame to thousands of folks of moderate means, for providing healthful recreation and outdoor enjoyment on the water. The cottager who spends his summers or summer vacations on the waters of some refreshingly cool lake finds pleasure and enjoyment in his outboard-motor-powered boat. One does not even need a cottage to enjoy the sport of outboard motor boating, if he has an outboard motor and boat. In the accompanying picture are shown two methods of carrying an outboard motor to your favorite lake. By the arrangement of several cushions fore-and-aft under the boat, it may be carried on the top of your automobile. Several ropes lashed from the sides and the stem of the boat hold it securely in place while the cushions prevent injury to the top which might be caused from the sharp skeg. The trailer is another frequent and convenient



Two satisfactory methods of solving the transportation problem for outboard boats

THE MONTH WITH THE OUTBOARDS



Attractive exhibit of Evinrude motors at the Northwest Radio Exposition held in St. Paul

means of transporting the boat from place to place, and is very widely used. Ordinarily, they are made up from old automobile parts and built especially to fit the lines of the boat to be carried.

The vacationist will find either of these two methods most satisfactory for transporting the boat and motor from place to place, permitting him to enjoy nature to the fullest—our lakes, streams and rivers are his to explore.

OUTBOARDS EXHIBITED AT RADIO SHOW

A display of Evinrude motors at a radio exposition seems a trifle out of place, but the Motor Power Equipment Company of St. Paul, Minnesota, found it a most effective means of creating outboard motor interest. At the Northwest Radio Exposition, held recently in St. Paul, this company incorporated into their display of Erla and Kellogg Radios, a complete exhibit of Evinrude motors, comprising four models—Folding Sportwin, Fleetwin, Fastwin, and Speeditwin.

This rather unusual departure in outboard motor displays resulted in a very large number of interested persons stopping at the booth, and an unusually large number of prospect names were obtained.

LOCKWOOD DEALER HAS NOVEL AD.

C. Seeley, an enterprising Lockwood dealer in Syracuse, New York, is thoroughly sold on the value of advertising, and utilizes a most unique idea in advertising his motors.

Mr. Seeley has the pontoons of his sea plane painted with the words, C. Seeley, Lockwood Outboard Motors, Chief and Ace. Whenever Mr. Seeley flies to a race, or goes on a business trip, his plane presents a moving advertisement for Lockwood Outboard Motors, and when the interested spectators gather around to watch the landing, as people still do, the first words to greet their eyes are the words Lockwood Outboard Motors. Many dealers are sold on the value of an effectively painted delivery car, bearing their advertisement, but Mr. Seeley goes them one better with his flying advertisement for Lockwood Motors.

INTERCOLLEGIATE OUTBOARD RACING

Intercollegiate outboard racing teams are being formed through the country in preparation for challenge matches to be arranged next spring. Under the leadership of the National Outboard Association, thirty-one schools have signified their intentions of forming such clubs and are now drawing up plans for definite schedules.

Under the plan, trophies will be offered, but the keen intercollegiate rivalry evident in other sports may preclude necessity for such awards, once the racing is placed upon the basis of a minor sport to make drivers eligible for letters. A series of regattas will be held at such schools as California, Washington, Wisconsin, Michigan, Northwestern, Kansas, Minnesota, Missouri, Columbia, Cornell, Yale, Pennsylvania, Georgetown, Butler, Syracuse, and a number of others, depending, of course, upon the interest shown by the students at these schools. The plan is to secure the cooperation of the athletic departments, stage the events at these schools, the winners of the various events being awarded gold cups.

JOHNSON ANNOUNCES NEW SALES PLAN

The Johnson Motor Company will merchandise its complete line of Sea Horses and Johnson Boats for 1930 through a nation-wide organization of exclusive Johnson distributors.

This was the announcement made by E. S. Barber, vice-president in charge of sales and advertising of the Johnson Motor Company, recently.

"We have recognized, during the past two years," said Mr. Barber, "that merchandising through distributors is the logical basis for operation. It will provide us with a central group in each market area—a group which will be able to give better local service to our constantly enlarging group of dealers."

"We find that an organization of some 2,000 dealers is somewhat unwieldy when we are trying to work out methods of distribution and service—and it would be increasingly more so with more dealers and larger sales."

Those, in brief, are the reasons for the new plan of distributors. But, according to Mr. Barber, the new system will work out many more advantages to the individual dealer.



A Syracuse dealer's unique scheme for advertising Lockwood motors

In the first place, the new system will work for better, and quicker motor and boat distribution at the time the demand is greatest. The maximum factory capacity for motors and boats has already been allotted to distributors. This has been completely underwritten and shipment of the 1930 units to distributors will start early in the year. Although distributors are pledged to give present dealers opportunity of placing monthly confirmed orders and ship before accepting new dealers' orders, there will probably be, as there were last year, disappointed dealers because they will not protect themselves for early shipments. Further advantage in the new system is that it will provide a new service set-up that will cover the entire country. The new distributors are firms of financial stability and have the

THE MONTH WITH THE OUTBOARDS

equipment and personnel to underwrite factory monthly production on all parts and service equipment. They will supply resident dealers, authorized dealers, and authorized service stations with emergency repair parts, tools and equipment, so that the entire service organization in each territory will be close-knit and compact. Only in this way can better service be given to Johnson owners.

Definite proof of the advantage of this part of the plan is found in the fact that complete parts stock for 1930 are now being allotted and shipped to distributors and service stations.

Dealer factory contact under the new plan will be more close-knit than ever before. The factory will maintain four field sales managers to contact distributors, in addition to seven sales supervisors who will work with distributors in the field. In addition to this the distributors themselves will travel with several representatives throughout each territory. In the past some dealers have had personal factory contact only once a season. Under the new plan they will have contact at least three or four times each season. "And it will easily be seen that such a set-up will provide for a better understanding between dealer, distributor and factory," said Mr. Barber.

"With such an organization underwriting factory production on all boats and motors, it will be easily seen how we can so adjust our production and distribution schedules so that boats and motors will be available during the active selling season. In fact, production on a large part of the 1930 line is already under way and we feel that the difficulties which arose over last year's delays will be solved."

Dealer discounts will remain essentially the same under the new system, and no change will be effected in the establishment of the sectional distribution facilities.

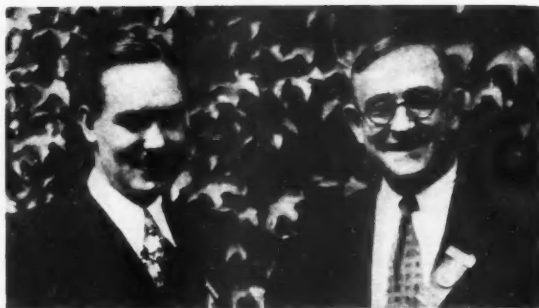
"Under this plan," concluded Mr. Barber, "the Johnson Motor Company has extended factory operations so that production has been started in October, instead of February as this past year. This will provide a very adequate parts stock in the hands of the distributor in advance of the active selling season and will provide for a larger percentage of motors before May 1, the peak of the selling season."



Johnny Adams, with the beautiful O. K. Hunsaker Trophy, won during the preliminaries to the International Race

NEWS BULLETIN TO BE ISSUED

The Crandall Boat Company is now issuing from its California plant frequent news bulletins, giving not only the latest news of the activities of their experimental department, located on Newport Bay, but also the latest race reports and news in general of boating in southern California. Outboard racers in particular will find much of interest in this bulletin which will feature pictures of the fast-racing craft of southern California in action. These issues will tell of the December race series, at which drivers from all over the country will be represented. These bulletins are free, and anyone writing to the Crandall Boat Co., Newport Beach, Cal., will have a copy sent him and his name put on the mailing list for future numbers.



J. A. Sprague and Wilbur H. Young, zone managers for Dee Wite

IDEAL POWER FOR THE TENDER

For the past twenty years Evinrude has been a synonym for driving an outboard powered craft. Incalculable miles have been churned up in ocean, lake and river, by outboard propellers since Evinrude gave the world its first successful outboard motor in 1909. That first motor marked the beginning of a new era in yachting, as well as commercial pursuits on the water. Evinrude sounded the knell of the laborious task of rowing, and yachtsmen have put up their heavy oars with alacrity. As the onlooker views the great yacht gatherings of 1929 or the racing fleets of the big yacht clubs, he cannot fail to be impressed by the vast number of Evinrude-powered tenders carrying on between float and yacht motoring.

In the old days a yachtsman would groan despairingly as he adjusted the oar locks for a long row out to a cruiser in the stream. After pulling a steady oar for what seemed at least a mile, he would trail oars and turn his head bow-ward, expecting to find the gangway of his yacht close to his port quarter. But like a mirage on the desert, his yacht seemed just as far out as when he started. Nowadays, with a dependable 1929 model Evinrude the yachtsman makes the distance so fast that it seems as if his cruiser were just a hop from the landing.

CHAMPIONS USE CHAMPIONS AT PEORIA

The national outboard races at Peoria developed some of the fastest speeds yet made. Four records were broken in the A, B, D and E classes. "The fact that Champions were in the motors of the winning boats finishing first, second and third in each class and also in the four record-breaking boats is a tribute to the special designs adopted by our company for outboard motors," says O. C. Rohde, chief engineer of the Champion Spark Plug Company.

"Not only must a plug be designed to give the utmost in speed for these motors, but must continue to give a full spark during the entire life of the plug in these motors which turn up to 5,500 and 6,000 r.p.m."

Another New Book

How to Build Thirty-Five Modern Motor Boats

Containing Plans, Blue Prints and Building Instructions for Thirty-Five Serviceable Craft of Between Ten and Forty-Two Feet in Length.

Prepared by Famous Designers

Ready in December

Volume XII MoToR BoatinG's Ideal Series

This is the book you have been waiting for. Plans and blue prints of nearly every type and size of craft are included,—dinghies, outboards, racing hydroplanes, shallow draft runabouts, sailing canoes, cat boats, sloops, auxiliaries, cruisers of various sizes and types, outboard cruisers, fishing boats, house boats, etc., etc.

A complete list of the contents follows:

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Baby Buzz—16'—Outboard Runabout	Porgy—26'—Vee Bottom Auxiliary Ketch
Rocket—16½'—151 Hydroplane	Ethel—27'—Trunk Cabin Cruiser
Skinney—17'—Sailing Canoe	Benbow—28'—Auxiliary
Sloop—17'—Sloop	Turtle—28'—Shallow Draft Cruiser
Happy—18'—Outboard Auxiliary	Janet—30'—Double Cabin Cruiser
Dragon Fly—18½'—Outboard Engine Cruiser	Fantasy—30'—Fifty-Fifty Cruiser
Speculation—19'—Cat Rig Class Racer	Broadbill—36'—Sword Fisherman
Rampant—22'—Runabout	Comfort—36'—Scow House Boat
Sandpiper—22'—Shallow Draft Runabout	Duetto—36'—Twin Screw Cruiser
Shark—23'—Runabout	Baby Betty II—42'—Vee Bottom Cruiser
Galilee—24'—Runabout	How to Make an Outboard Jump

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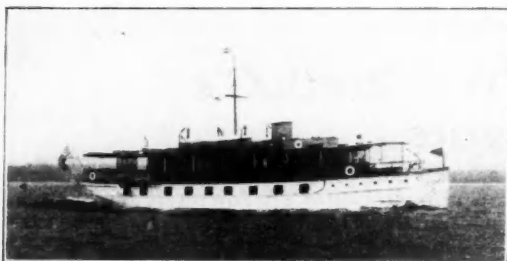
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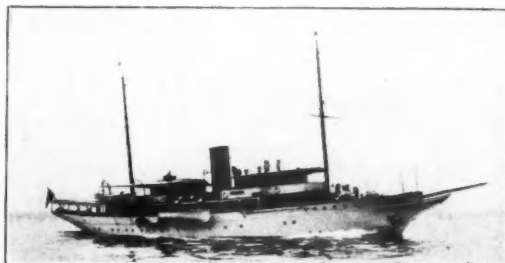
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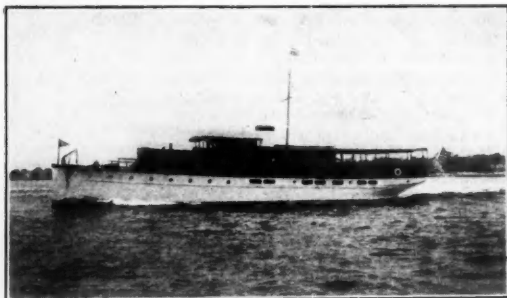
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No. 4733—FOR SALE OR CHARTER—Modern twin-screw 93' Mathis houseboat. Speed up to 14 miles; two 6 cylinder 150 H.P. Winton gasoline motors. Accommodations consist of large combined living and dining room in deckhouse, three double, one single stateroom, three baths. Handsomely fitted and furnished. Excellent condition throughout. Price attractive. SEVERAL OTHERS THIS TYPE AVAILABLE FOR CHARTER FOR FLORIDA USE, BOTH LARGER AND SMALLER. Cox & Stevens, Inc., 521 Fifth Avenue, New York.



No. 5284—FOR WINTER CHARTER—Twin-screw 185' seagoing Diesel yacht. Speed 12 knots. Accommodations include large deckhouse containing dining saloon, galley, pantry, library and living room; below are six staterooms, each with connecting bath. Beautifully furnished and fitted with all modern conveniences. In commission, with excellent crew aboard. Further particulars upon request. Cox & Stevens, Inc., 521 Fifth Avenue, New York.



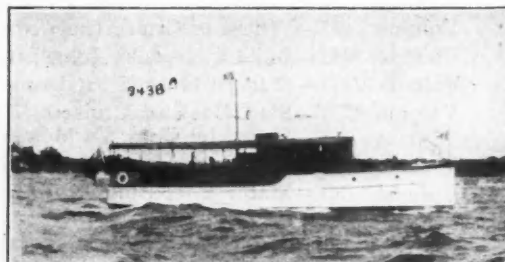
No. 5332—FOR SALE—Modern 85' cruising power yacht, new 1927. Two 6 cylinder 100 H.P. Twentieth Century engines. Speed 13-14 miles. Two double, two single staterooms, two baths and toilet rooms. Deckhouse contains dining saloon and living room. Spacious after deck 24' long. Opportunity to purchase a comparatively new boat at a very reasonable figure. Quick action necessary. Cox & Stevens, Inc., 521 Fifth Avenue, New York.



No. 5426—FOR SALE—Fast 65' twin-screw power yacht, built from our designs 1928. Two 6 cylinder 180 H.P. Winton gasoline motors; speed up to 23 miles. Large deckhouse containing combination lounging and dining saloon; double stateroom; shower bath and two toilets. Beautifully finished and furnished. Price and further particulars from Cox & Stevens, Inc., 521 Fifth Avenue, New York.



No. 5434—FOR SALE—Roomy, fast cruising power yacht; 94' long by 15' beam. Two 350 H.P. Winton motors; speed up to 17 miles. Large combined dining room and living room located in sunken deckhouse forward; below aft two double and two single staterooms, three baths and toilet rooms. Large deck space. Attractively finished and furnished. All modern conveniences. Hull double planked. Built from our plans and under our supervision. Price attractive for immediate sale. Cox & Stevens, Inc., 521 Fifth Avenue, New York.



No. 3438—FOR SALE—Bridge deck cruiser, 52' x 11' x 3'; Speedway powered to cruise at 14 miles. Owner's accommodations include two double staterooms and two toilet rooms. Sitting room in deckhouse. A splendid boat for North and South cruising. For further particulars inquire of Cox & Stevens, Inc., 521 Fifth Avenue, New York.

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Designers of America's Finest Yachts

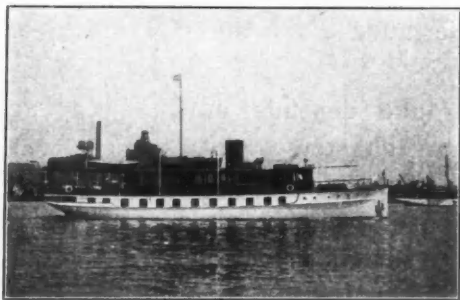
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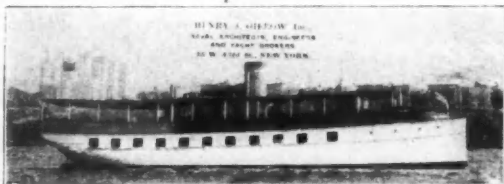
No. 8381—Desirable 50-foot bridge deck cruiser. Dining saloon in deck house. Two double staterooms, bathroom, large galley, good crews quarters. Sterling Motor. All in fine condition. Write us for further particulars.



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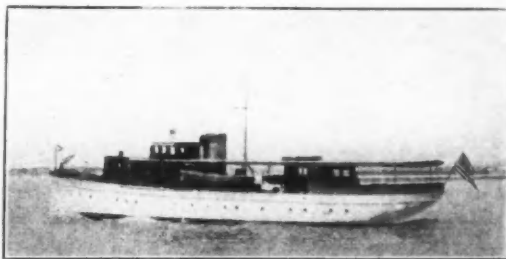


TWIN SCREW CRUISER HOUSEBOAT. Length 98 ft., 6 in. Cruising speed 13 miles. Splendid for Florida or northern waters and a very able sea boat.



No. 9962—Opportunity to purchase at a reasonable price 88-foot twin-screw houseboat, best seaboat in any class, finest condition. Four staterooms, sleep seven, three baths. Speed 11 miles. Complete, attractively furnished.

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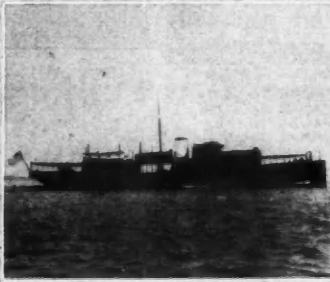
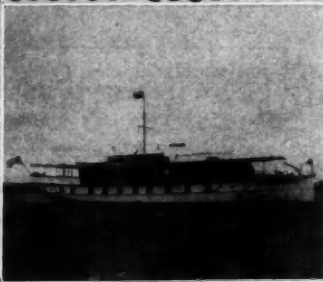
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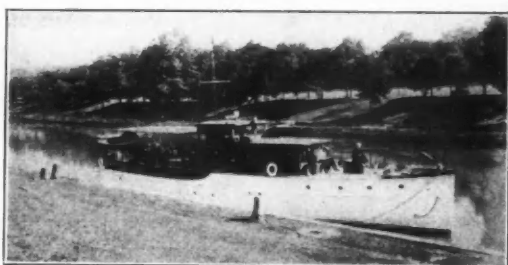
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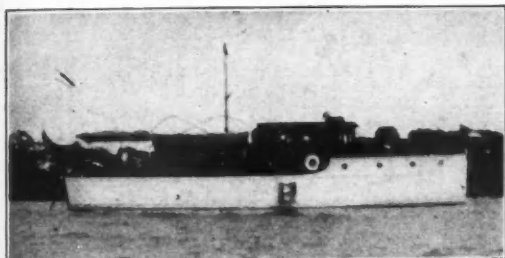
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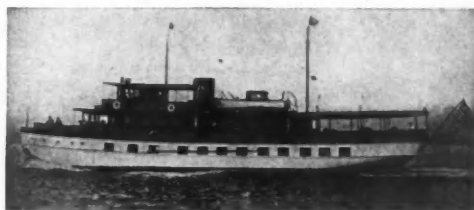


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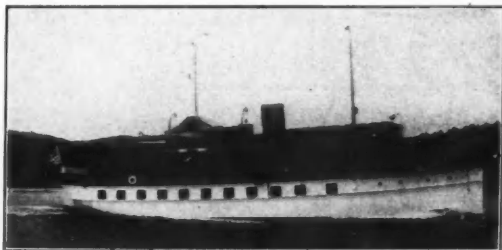


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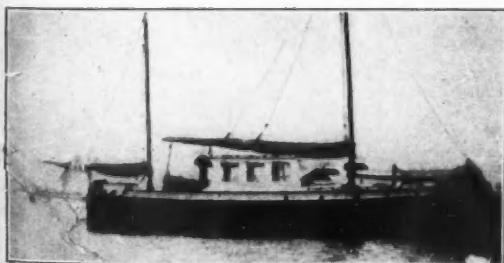
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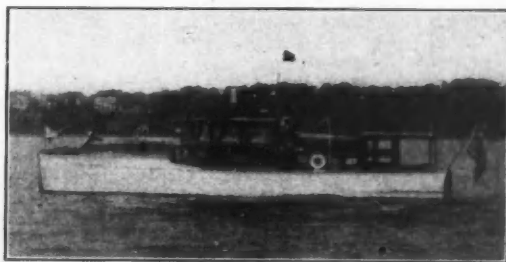


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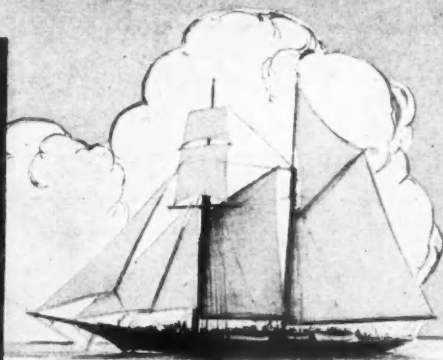
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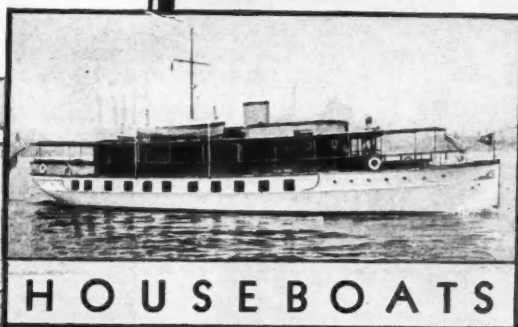
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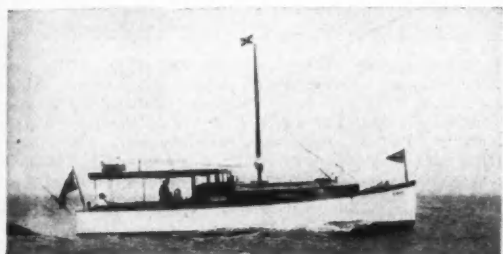
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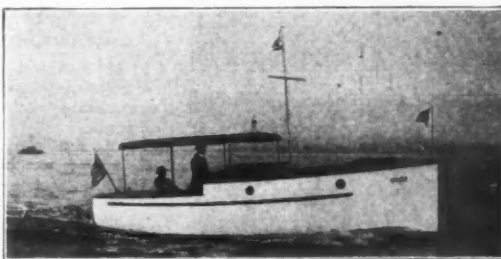
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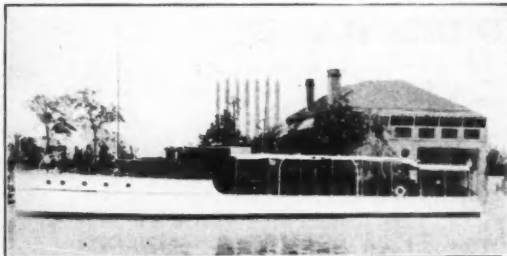
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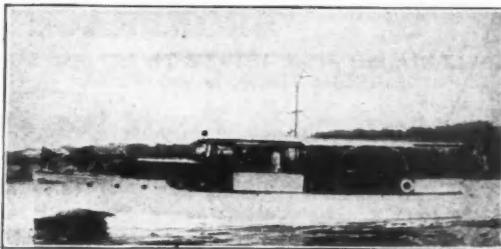
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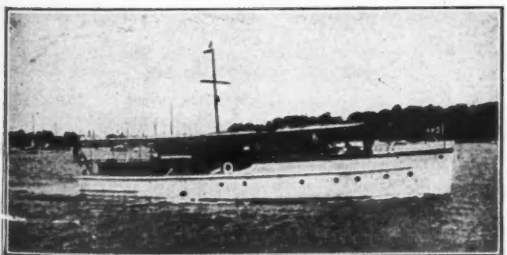
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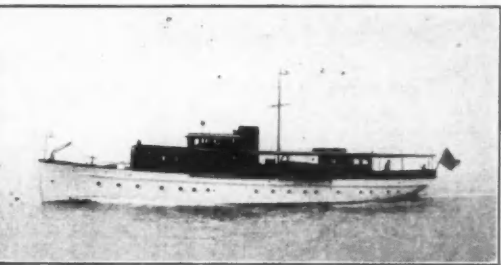
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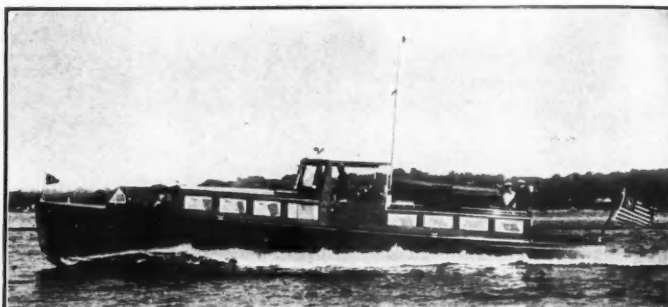
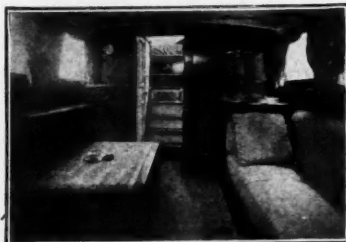
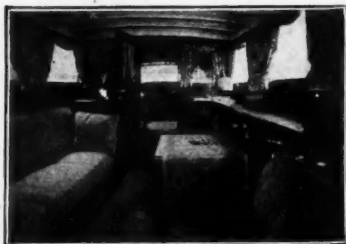
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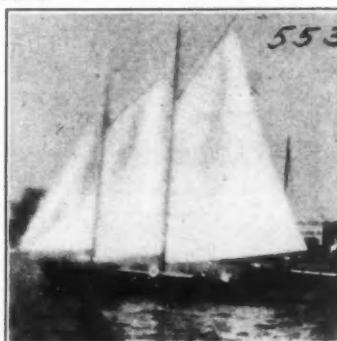
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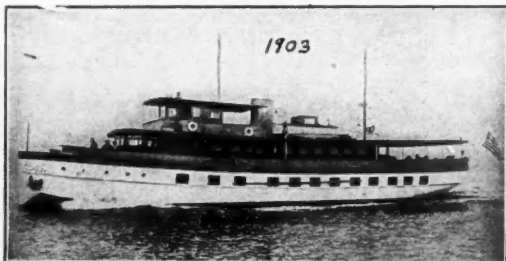
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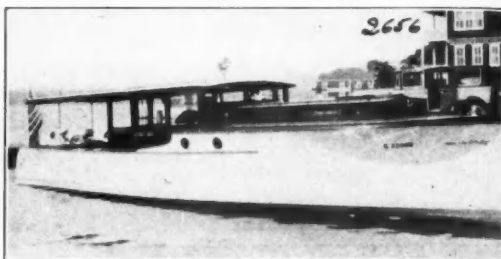
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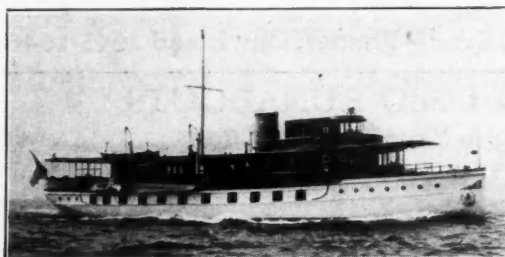
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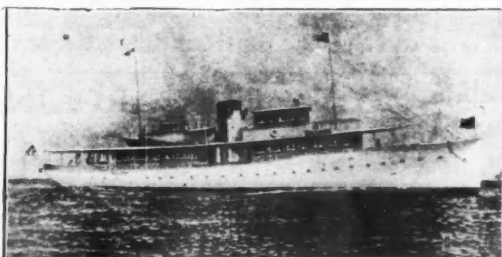
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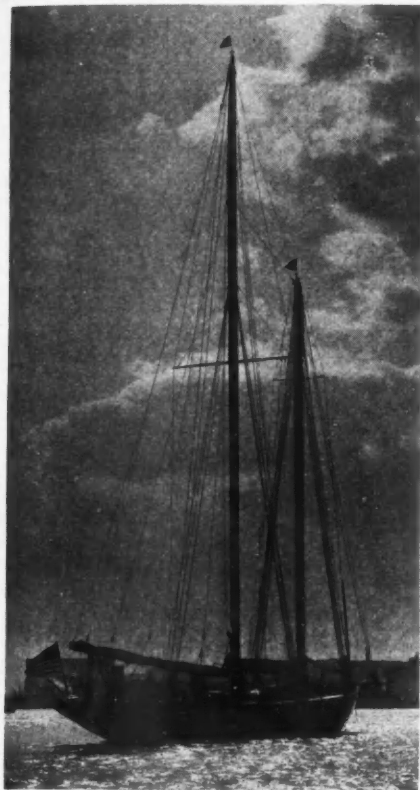
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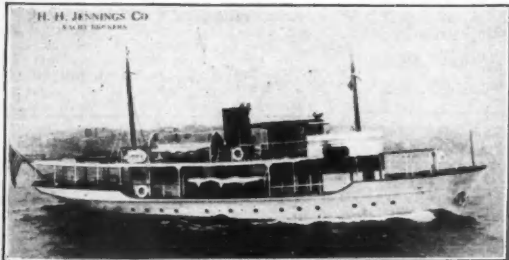
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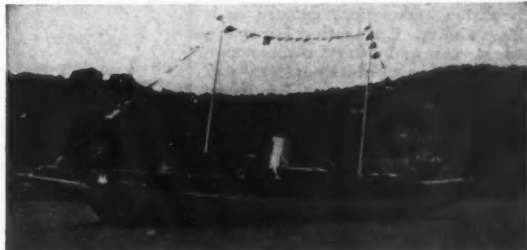
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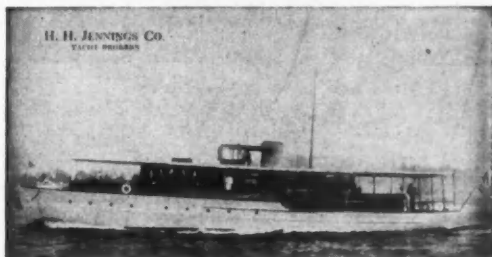
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BARGAINS** in used engines. 40 H.P. up.
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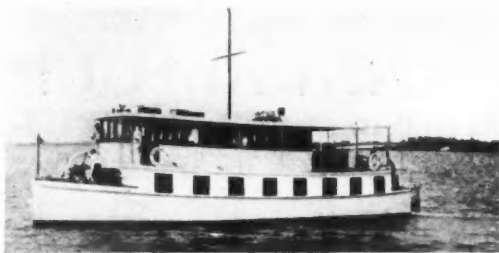
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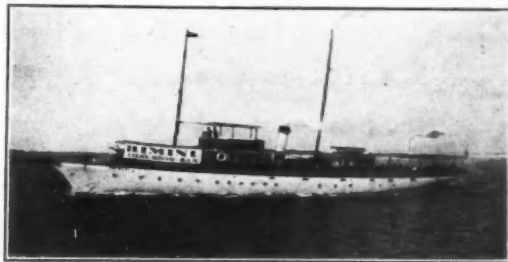
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**STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS
OF AUGUST 24, 1912.**

Of MoToR Boating published monthly at New York, N. Y., for October 1, 1929.

State of New York } ss.
County of New York }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared C. F. Chapman, who, having been duly sworn according to law, deposes and says that he is the Business Manager of MoToR Boating and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, International Magazine Company, Inc., 959 8th Avenue, New York City.
Editor, C. F. Chapman, 959 8th Avenue, New York City.
Managing Editor, none.
Business Manager, C. F. Chapman, 959 8th Avenue, New York City.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

International Magazine Co., Inc., 959 8th Ave., Sole Stockholder, Hearst Magazines, Inc., 959 8th Avenue, Sole Stockholder, Star Holding Corp., c/o Corporation Trust Co. of America, Wilmington, Delaware, Sole Stockholder, W. R. Hearst, 137 Riverside Drive, New York City.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

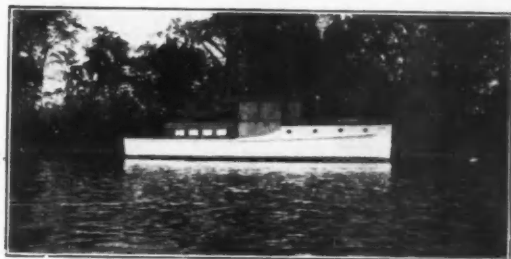
5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is.....
(This information is required from daily publications only.)

C. F. CHAPMAN.

Sworn to and subscribed before me this 24th day of September, 1929.

(Seal) G. E. STAHL

Notary Public Queens County No. 1754 Reg. No. 5463. Certificate filed in N. Y. County No. 133, Reg. No. 15190. Commission expires March 30th, 1931.



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- *Tide Tables showing time of high and low waters, range of tides, etc., at more than 1,000 different locations
- *List of important lights on Atlantic Coast, their characteristics, fog signals, etc.
- *Current tables showing time of slack water, strength of current, time of current changes, etc., at all important points
- *Latitude and longitude tables, giving the locations of over 1,000 points, aids to navigation, etc.
- *List of ports where numbers of motor boats are assigned
- *New York—Florida, motor boat inside route
A complete description of the course for motor boats to follow, where to get supplies, anchor, etc.
- *Where to Cruise—
A chapter giving numerous suggestions and hints on cruising, description of the best cruising waters in the East and on the Great Lakes
- *Yachting signal code
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- *List of marine engines manufactured
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- *Racing Summary
- *How to form a yacht club
- *Duties of yacht club officers and members
- *Tables of times of high and low tides
- *Tables showing time of sunrise and sunset
- *Details of motor boat routes, New York to Albany, Albany to Buffalo, Albany to Thousand Islands, Albany to the St. Lawrence River and Montreal, New York to Philadelphia, Buffalo to Detroit, Miami, Fla., to New Orleans, etc., etc.
- *Motor Boatmen's Charts of Lake Ontario, Lake Erie, Lake Huron, Lake Michigan, etc.
- *Numbering Law—How to obtain numbers for your boat
- Index to principal harbors which are described
- Tide commutation table
- Anchorage rules—Port of Boston
- Port of New York—Anchorage rules
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- Complete sailing directions (79 pages), entire Atlantic Coast, Maine to Gulf of Mexico. Detailed information on coastwise navigation, as well as complete instructions for getting into all harbors, bays, sounds, rivers, etc. Compass directions, distances, descriptions and locations of shoals, rocks and other dangers to navigation. The waters described in detail include Atlantic Coast, Coast of Maine and all harbors and rivers. New Hampshire, Portsmouth Harbor, Massachusetts and all of its principal harbors; Massachusetts Bay, North, South and West shores Cape Cod Canal, Cape Cod to New York, Buzzards and Narragansett Bays and Long Island Sound, including motor boat and yacht harbors, anchorages and tributary rivers. East River to New York City, South Shore of Long Island, New

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- *Notes about government coast and geodetic charts
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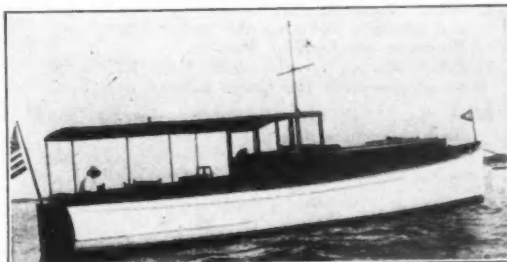
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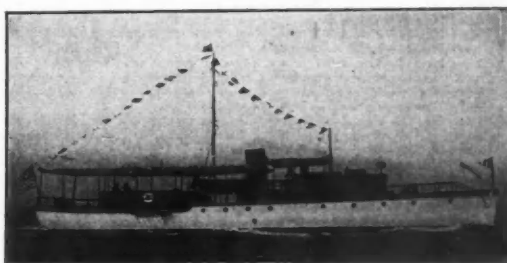
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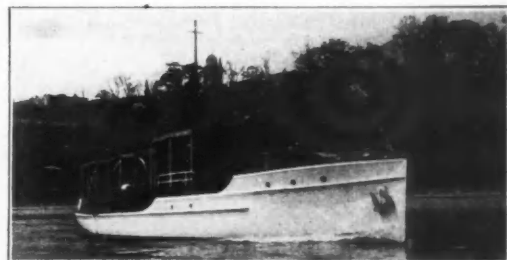
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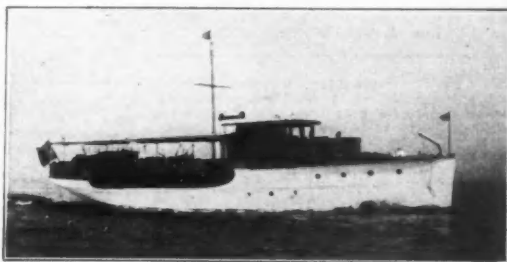
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MoToR BoatinG's Ideal Series Vol. VI

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New Edition of MoToR BoatinG's Book of Motor Boatmen's Charts with Valuable Cruising Data

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 Chart No. 2—Eastern End of Long Island Sound
 Chart No. 3—Block Island Sound
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 Chart No. 7—Block Island to Vineyard Sound and Narragansett Bay
 Chart No. 8—Delaware River and Bay
 Chart No. 9—Chesapeake Bay—Part 1
 Chart No. 10—Maine Coast
 Chart No. 11—Hudson River, Kingston to Albany
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 Chart No. 19—Massachusetts Coast, Newburyport to Cape Elizabeth
 Chart No. 20—Cape Cod Bay, Massachusetts
 Chart No. 21—Coast of Maine, Monhegan to Isle Au Haut
 Chart No. 22—Chesapeake Bay, Cove Point to Smith Point—Part 3
 Chart No. 23—Biscayne Bay, Florida
 Chart No. 24—Thousand Islands, Wolfe to Grenadier Island
 Chart No. 25—Delaware River, Trenton to Philadelphia
 Chart No. 26—Delaware River, Philadelphia to Smyrna
 Chart No. 27—New Jersey Coast, Cape May to Little Egg Inlet
 Chart No. 28—New Jersey Coast, Little Egg Inlet to Bayhead
 Chart No. 29—New Jersey Coast, Bayhead to New York Harbor
 Chart No. 30—Chesapeake Bay, Smith Point to Cape Charles
 Chart No. 31—Potomac River, Entrance to Lower Cedar Point
 Chart No. 32—York and James Rivers
 Chart No. 33—Delaware Coast, Cape Henlopen to Chincoteague Inlet
 Chart No. 34—Virginia Coast, Chincoteague Inlet to Cape Charles
 Chart No. 35—Virginia Coast, Cape Henry to Albemarle Sound
 Chart No. 36—Albemarle Sound, North Carolina
 Chart No. 37—Pamlico Sound, North Carolina
 Chart No. 38—North Carolina Coast, Core Sound to New River Inlet
 Chart No. 39—Carolina Coast, From Cape Fear to Winyah Bay
 Chart No. 40—South Carolina Coast, From Winyah Bay to St. Helena Sound.

Chart No. 41—Georgia Coast, From St. Helena to Doboy Sound
 Chart No. 42—Lake Michigan, Southern Part
 Chart No. 43—Lake Michigan, Northern Part
 Chart No. 44—Lakes Michigan and Huron
 Chart No. 45—Lake Huron
 Chart No. 46—Coast of Georgia
 Chart No. 47—Florida Coast
 Chart No. 48—Florida—Cape Canaveral to Miami
 Chart No. 49—Lake Ontario, Western Part
 Chart No. 50—Lake Ontario, Eastern Part
 Chart No. 51—Nantucket Sound
 Chart No. 52—Long Island Sound, Oyster and Huntington Bays
 Chart No. 53—New York to Boston
 Chart No. 54—Boston to Eastport
 Chart No. 55—Trent Waterway, Ontario
 Chart No. 56—Connecticut River

THE most suitable courses from all principal ports and harbors are given on these charts, as well as magnetic courses and bearings, distances in statute miles, all principal lights, buoys, etc. All charts are drawn to scale. They have proven invaluable to motor boatmen while cruising or planning a cruise.

Much other cruising data is given in the book, such as where to purchase the various government charts and publications, notes on how to use charts, the characteristics of lights and other major aids to navigation, information as to fuel and supply stations, etc.

A number of suggestions for interesting cruises and several complete cruises are outlined as follows:

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 Cruise No. 4—New York to Thousand Islands via Barge Canal
 Cruise No. 5—New York to Philadelphia
 Cruise No. 6—Buffalo to Detroit
 Cruise No. 7—New York to Florida
 Cruise No. 8—Miami, Florida, to New Orleans
 Cruise No. 9—New York to Boston
 Cruise No. 9A—New York to Boston
 Cruise No. 10—Boston to Eastport, Maine
 Cruise No. 11—Trent Valley Waterway
 Cruise No. 12—Connecticut River

No motor boatman should be without a copy of "Where to Cruise" (Vol. 6) MoToR BoatinG Ideal Series

Price \$2.00 per copy

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New August 1929. Powered with 72 H.P. Gray—Never slept in—Stove never lit—Most of equipment never used—Boat, engine and equipment in perfect shape. Inspectable around New York City.

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One 1928 Johnson Racing Big Twin, \$75.00, overhauled; one 1929 slightly used Skeeter Racing Hull, \$75.00; one 1929 new Racing Hull, \$85.00; one 1929 Mahogany Runabout, 14'x51", never in water, \$145.00. Photos on request. JACKSON BOAT CO., Knox, Ind.

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FOR CHARTER—On the British Columbia Coast, Cruiser 57 x 14 feet, fully equipped. 3 double staterooms for guests, and if necessary several can sleep in Saloon. Wonderful cruising on waterways comparable to the fjords of Norway. Splendid Salmon and Trout fishing, April to October. Deer in Fall. Grizzly and Black Bear in Spring and Autumn. Ducks and Geese. October to January inclusive. Boat can be chartered for periods of not less than two weeks, fully found and with guides provided. Box 199, MoToR BoatinG.

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We have a large accumulation of engine parts, magnetos, oilers, shafts, propellers, coils, distributors, timers, reverse gears, switches, gauges, couplings, ammeters, electric starters, generators, carburetors, cut-outs, whistles, safety valves, tachometers, water pumps, ignitors, spark plugs, lubricators, Bendix drives, bilge pumps, stern bearings, stuffing boxes, Autopulses, mufflers, vacuum tanks, gas tanks, friction drive low tension magnetos, rear starters, sprocket wheels and chains, parts for obsolete makes of engines; in fact, almost anything of this character have accumulated in our second-hand department for the past twenty-five years, and we may have exactly what you have been looking for at a low price. Write us what you need and we will reply advising whether or not we have it.

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FOR SALE—Factory rebuilt six cylinder 7½/69 70-82 H.P. Heavy Duty marine engine. Complete with double ignition system, governor, electric starting motor, generator, bilge pump, sturdy reverse gear. Fully guaranteed. \$2,000.00. F.O.B. Buffalo.

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Van Blerck Junior 25 H.P. at 3000 R.P.M. Used 2 hours only. Genuine bargain at \$200.00. Marine Equipment & Supply Co., 116 Walnut Street, Philadelphia, Pa.

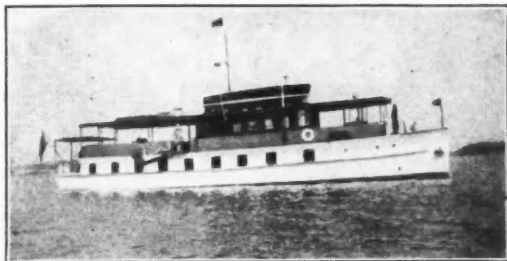
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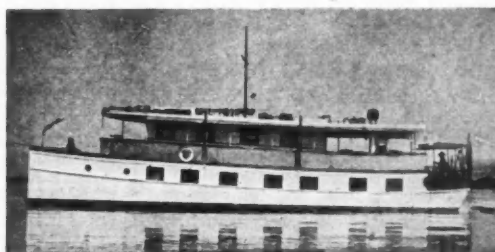
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Manned by Experienced Guides**



YACHT OSANA—80-foot Mathis Built Houseboat—four double staterooms and two baths, all newly furnished. Nice deck house and large after deck, two power launches and two row boats with 30-foot guide boat all ready to go fishing. Lay-out furnished.



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Also have several other yachts all ready to go with Guide Boats and responsible crews, such as Edna B., Mollie O., Scurry, Stranger, Dorothy, Billie O. and others. Prices from Fifty to Two Hundred Dollars per day. F. A. Harrod, 1144 N. W. 29 Terrace, Miami, Florida.

NOTICE—

These used engines! Every one a modern, desirable and well known make. All have starters and are guaranteed completely rebuilt!

Sterling: Dolphin Special Six, 275-290 hp.
Dolphin Medium Six, 110-165 hp
Petrel Six, 200 hp.
Petrel Six, 125 hp.

Kermath: Model 200, six, 200 hp.
Model 150, six, 150 hp.
Model 65, six, 65 hp.

Scripps: Model G6, 150 hp.
Model G6, 100 hp.
Model E4, 30-45 hp.
Model F4, 15-40 hp.
Model D2, 10-12 hp.

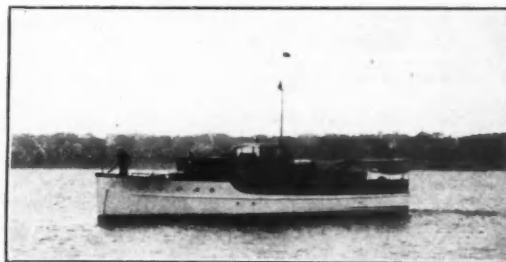
Red Wing: Model BB-6, 50-80 hp.
Baby Doll 4, 10-14 hp.

There isn't a poor one in the lot! We suggest you write promptly for our complete list and all information.

WALTER H. MORETON CORP.
1043 Commonwealth Avenue
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For 1930

The New 65 Foot SUNBEAM CRUISER



BESS EMILY—Owned by Ole Evinrude, Esq.—One of four of these popular cruisers built during the past season.

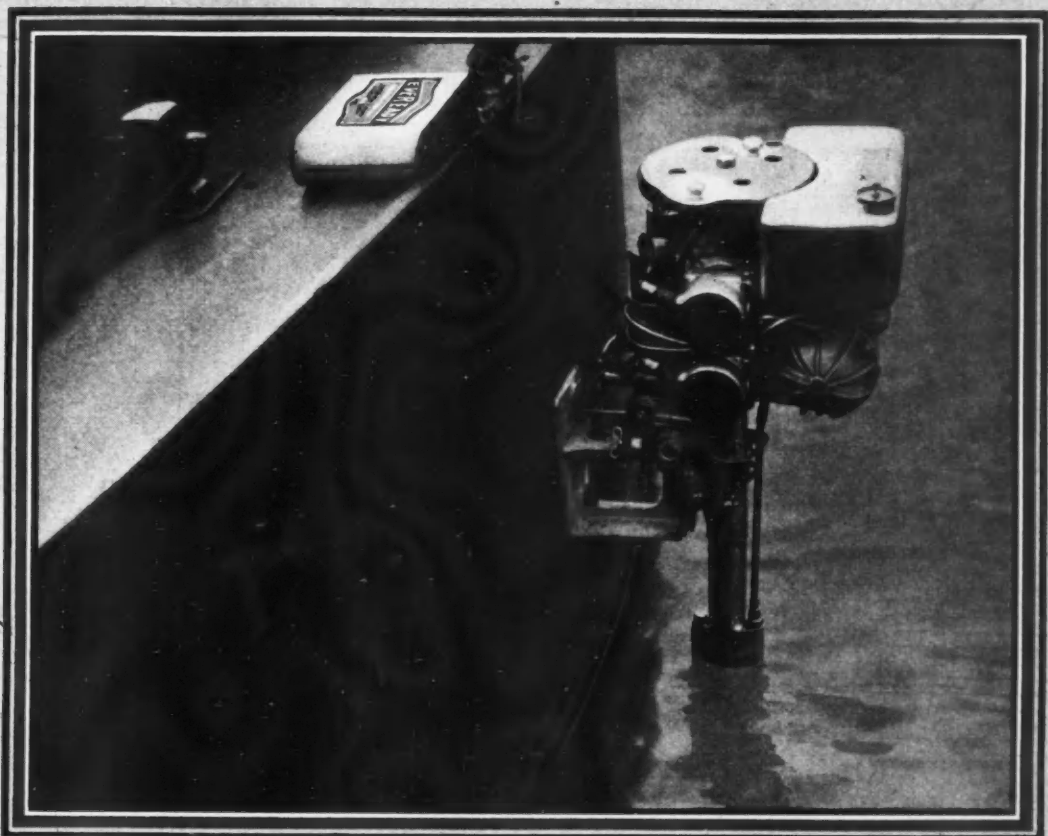
Now is the time to order for spring delivery one of these new and improved Sunbeam Cruisers—larger, finer and roomier—with the same attractive arrangement—bath—three staterooms, with inside passage to deckhouse, large dining saloon, pleasant sun deck and spacious after deck. Speeds ranging from 14 to 20 miles per hour. Write for further particulars.

HENRY C. GREBE & CO., Inc.
400 NORTH MICHIGAN AVENUE
CHICAGO

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*Recommended by Elto
for Elto users*

—Reliable ignition for auxiliary power

ELTO recommends Eveready Hot Shots. Eveready hot sparks do not use engine horse-power for energy. These batteries are filled with their own hot power. Outboard motors without battery ignition generate sparking energy only when running. Eveready Dry Batteries shoot fat snapping sparks at the first turn of the fly-wheel, and that means quick starting. That's why out-

board motors wired to Eveready Hot Shots usually start with a quarter turn. Eveready Dry Batteries flash hot sparks into motor as soon as the switch is closed—at all speeds, idling or wide open, and they pick up fresh energy overnight.

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New York



San Francisco

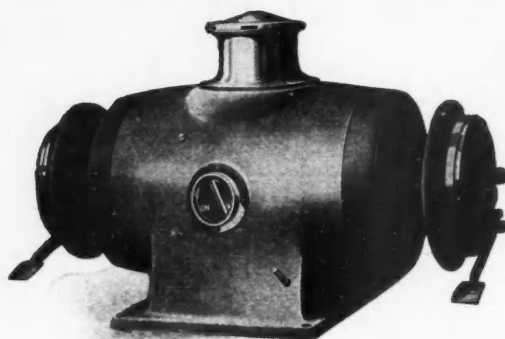
Unit of Union Carbide and Carbon Corporation



EVEREADY
COLUMBIA
Dry Batteries



ABOVE, left to right—Type "D" Boat and Sail Hoist; Type "G" Electric Windlass; Hand Windlass Type "J," No. O; Motorboat Electric Windlass.



A-E-CO
ELECTRIC
WINDLASS
(Type G)

When Yachtsmen Sail Winter's Sunny Seas ▲ A-E-CO Serves Best

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311 West Broadway
San Diego, Calif.

PEDEN IRON & STEEL CO.
Houston, Texas

Here is an electric windlass that adds happy days to yachting because it does away with hard work and trouble. This Type G Windlass automatically adjusts its speed to the load. With heavy loads it pulls and pulls and pulls. On light tasks, such as taking in slack chain, it speeds up far above its normal rate.

This self-contained windlass is very easy to install. Chain and wiring holes are required, but no holes have to be cut through the deck for shafts.

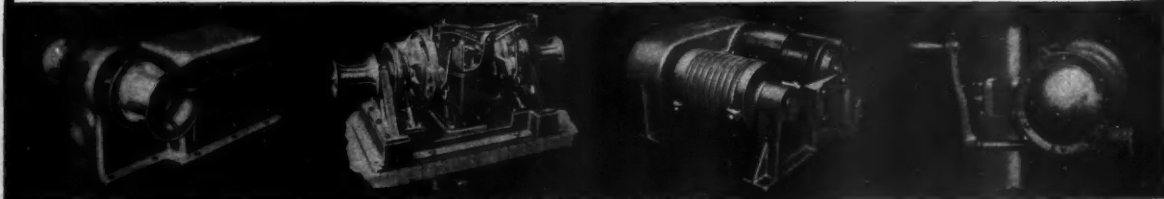
A-E-CO deck auxiliaries and steerers are found today on the finest yachts. While they are built primarily for service, their appearance is so sleekly handsome that they appeal as strongly to the fastidious yachtsman as to the most critical engineer.

...And they are as good as they are good-looking.

WRITE FOR CATALOGUE

AMERICAN ENGINEERING COMPANY
2419 Aramingo Avenue Philadelphia

BELOW, left to right — Horizontal Electric Hoist; Worm-gear Electric Windlass; Electric Drum Type Steerer; Worm-gear Davit Winch.



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The BANFIELD SEA-GOING BOATS

THE STERLING PETREL IS THE BETTER SELECTION

The Petrel, 5 1/4-inch bore, 6-inch stroke, develops over 200 HP at 2000 RPM. The Petrel swings the larger propeller.

2. Lower in height, the Petrel improves the action in a seaway, when banking a turn or when in a trough of the sea, keeping down the center of gravity.

3. Scientifically designed, better built, more carefully tested, simply and easily maintained, the Petrel offers definite advantages. Described in comprehensive catalog.

STERLING ENGINE COMPANY
BUFFALO, N. Y., U. S. A.

15 to 565 H.P.

26
BANFIELD RUNABOUT

32
BANFIELD STANDARD CRUISER

BANFIELD DELUXE CRUISER

38
BANFIELD RUNABOUT



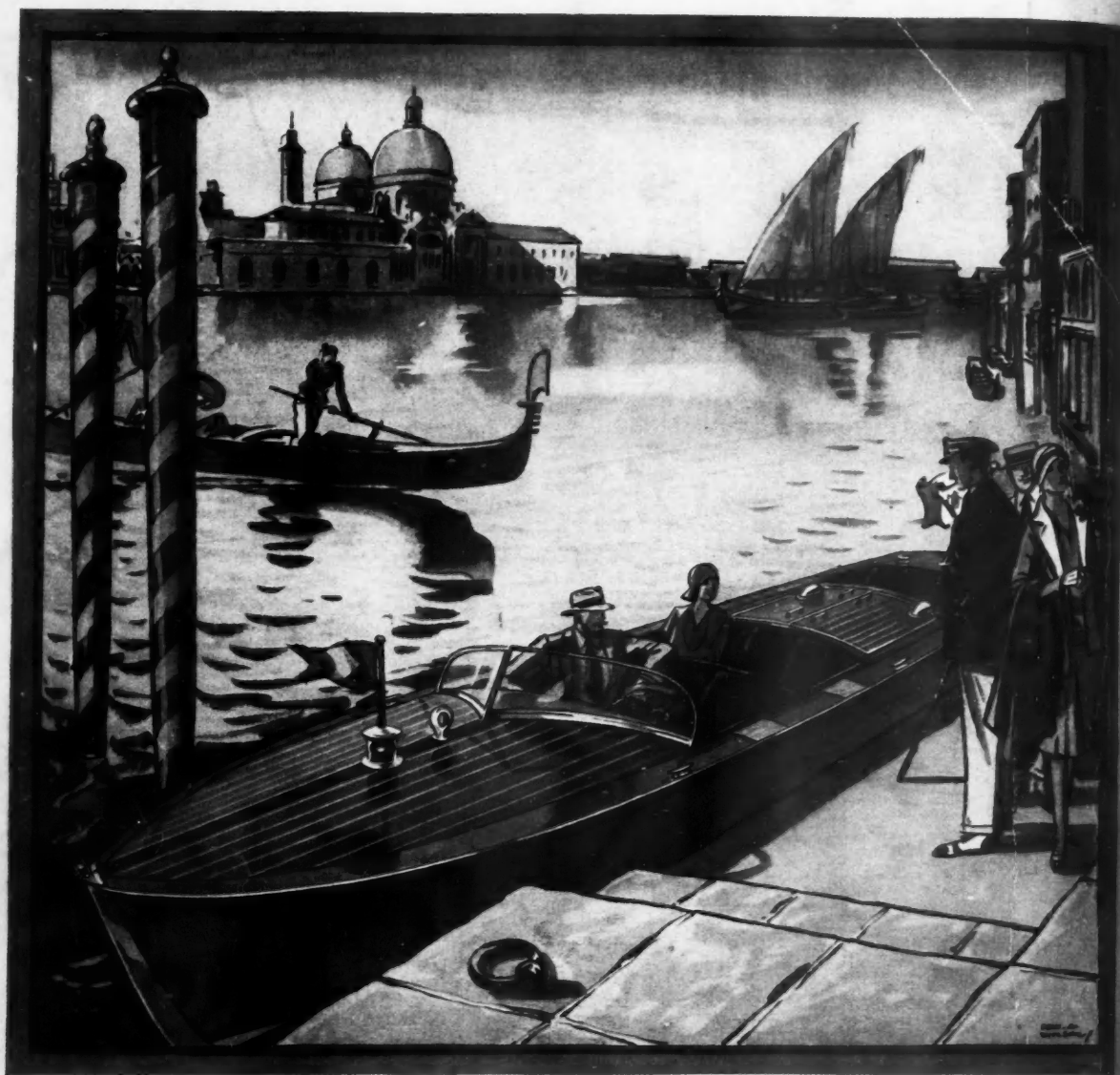
DOUGLAS
ROMALT

Owned by Mr. E. Maury Jones of New York.
38 feet long, powered with a Petrel Model
6-cylinder Sterling engine. Speed 35 M.P.H.
Used as patrol boat by committee during
the Gold Cup Regatta at Red Bank, N. J.

38
BANFIELD SINGLE CABIN CRUISER
BANFIELD DOUBLE CABIN CRUISER

OPTIONALLY

ALL **STERLING** EQUIPPED



LONG AGO the name of Dodge followed the sun around the world's girdle \ \ \ to make the Dodge prestige world-wide \ \ \ Now Dodge Boats speed down Earth's curving sides to follow sun and sportsmen to every southern climate \ \ \ This year whispered news rides with the Dodge fleet \ \ \ A tremendous new plant will soon be building Dodge Boats \ \ \ It is hard to make them better \ \ \ but they will have new companions that are smart and different \ \ \ Models in stock from twenty feet up \ \ \ closed or open \ \ \ prices start at \$1,675. Cruisers and special models designed and built in a special custom division

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